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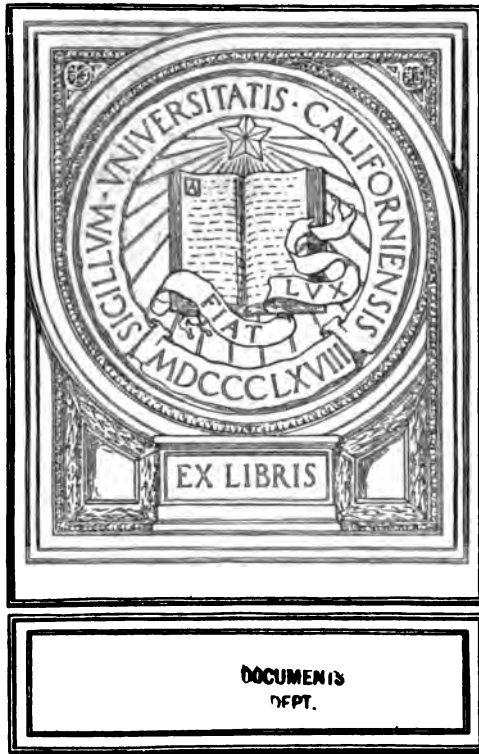
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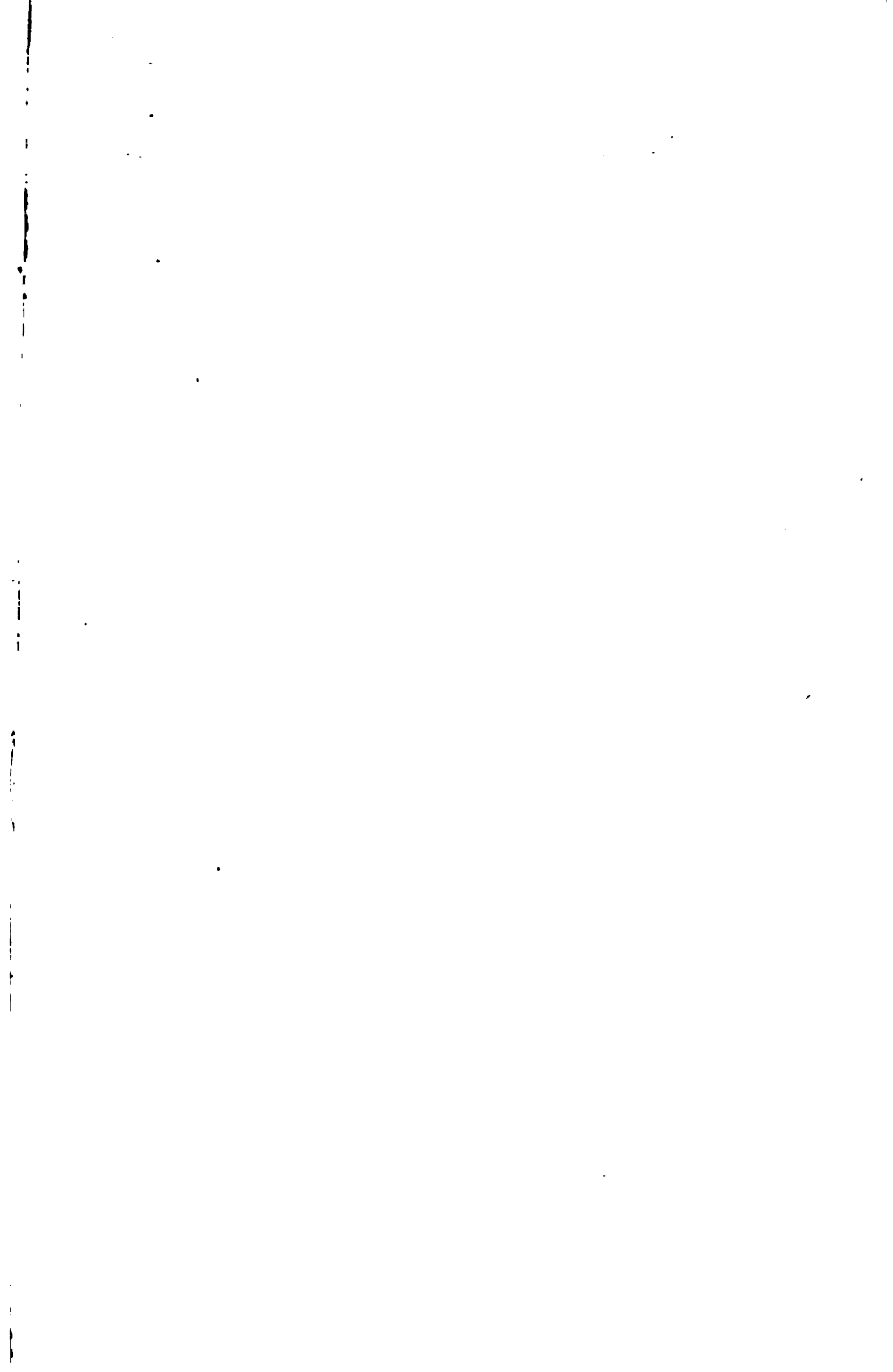
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ANNUAL REPORTS

OF THE

POST-OFFICE DEPARTMENT

FOR THE

State of
California

FISCAL YEAR ENDED JUNE 30, 1902.

REPORT OF THE
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REPORT OF THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 20, 1902.

The PRESIDENT:

I present the annual report of the Post-Office Department for the fiscal year ended June 30, 1902, with the following statement of the financial operations of the Department for that year as compared with the previous year:

	1901.	1902.
Ordinary postal revenue	\$109,581,778.67	\$119,968,229.40
Receipts from money-order business	1,668,659.29	1,889,817.86
Other sources	430,766.43	.....
Total receipts from all sources	111,681,198.39	121,848,047.26
Total expenditures for the year	115,564,920.87	124,786,697.07
Excess of expenditures over receipts	3,923,727.48	2,987,649.81

A decrease in the deficit from the previous fiscal year of \$986,077.67.

ESTIMATES.

The estimate of the revenues and expenditures of this Department for the fiscal year ending June 30, 1904, which has been transmitted to the Secretary of the Treasury, is given below, together with such other items as may be necessary to show the basis upon which the calculations are made:

Total postal revenue for 1902	\$121,848,047
Add 9 per cent for estimated increase year ending June 30, 1903	10,966,324
Estimated revenue for 1903	132,814,371
Appropriation for postal service for 1903	138,416,598
Estimated deficit for 1903	5,602,227

Estimated revenue for 1903	\$132, 814, 371
Add % per cent for estimated increase year ending June 30, 1904	11,953, 293
Estimated revenue for 1904	144, 767, 664
Estimated expenditure for 1904	153, 010, 520
Estimated deficit for 1904	8, 242, 856

This estimate is based upon the ordinary business of the service, and without considering the effect of especial measures, the results of which are not yet determined.

RECEIPTS AND EXPENDITURES BY DECADES.

Taking up by decades the receipts and expenditures of the post-office service since 1792, these results are shown:

Year.	Number of offices.	Receipts.	Expenditures.	Surplus.	Deficit.
1792.....	195	\$67, 443	\$54, 530	\$12, 913	.....
1802.....	1, 114	327, 044	269, 866	57, 178	.....
1812.....	2, 610	649, 208	540, 165	109, 043	.....
1822.....	4, 709	1, 117, 490	1, 167, 572	.....	\$50, 082
1832.....	9, 205	2, 258, 570	2, 266, 171	.....	7, 601
1842.....	13, 733	4, 546, 849	5, 674, 752	.....	1, 127, 903
1852.....	20, 901	6, 925, 971	7, 108, 459	.....	182, 488
1862.....	28, 875	8, 299, 821	11, 125, 364	.....	2, 825, 543
1872.....	31, 863	21, 915, 426	26, 658, 192	.....	4, 742, 766
1882.....	46, 231	41, 883, 005	40, 482, 021	1, 400, 984	.....
1892.....	67, 119	70, 930, 475	75, 980, 846	.....	6, 050, 371
1902.....	75, 924	121, 848, 047	124, 809, 217	.....	2, 961, 170

In 1860, three years before city free delivery was established, the gross postal receipts were \$8,518,067, and the expenditures \$19,170,610, leaving a deficit of \$10,652,543. The magnitude of postal development is indicated by the fact that for the fiscal year 1902 the postal receipts were \$121,848,047, and the increase of receipts during the past fiscal year over the year preceding was \$1,698,786 greater than the gross receipts for the year 1860.

INCREASED EXPENDITURES AND DIMINISHED DEFICITS.

The increase in postal revenues not only attests the wonderful prosperity of the people and the activity of business interests throughout the country, but also indicates that the extension of postal facilities carefully directed results sooner or later in increased receipts and diminished deficits. With phenomenal growth of population and other favoring conditions, the mail matter poured into the post-offices has rapidly helped to lessen the percentage of deficiencies. Despite largely increased expenditures, the revenues gradually approximate the expenses after each added outlay has marked a new standard.

In 1872 the receipts of the Post-Office Department were in round

numbers \$22,000,000, against an expenditure of \$26,500,000, a deficiency of \$4,500,000, or 20.45 per cent of the revenue. In 1882 the receipts were \$42,000,000, against an expenditure of \$41,000,000, showing a surplus of \$1,000,000. In 1892 the receipts had increased to \$71,000,000, against an expenditure of \$77,000,000, leaving a deficiency of \$6,000,000, or 8.45 per cent of the revenue. In 1902 the receipts were about \$122,000,000, with an expenditure of nearly \$125,000,000, reducing the deficiency to about \$3,000,000, or 2.46 per cent of the revenue.

POSTAL REDUCTIONS FOLLOW INCREASED RECEIPTS.

Deficits in the postal service are not to be viewed with apprehension. It is the policy, whenever the postal receipts exceed or come near the expenditures, to extend postal facilities and cheapen the cost of the service to the public.

The receipts in 1882 indicated such a healthy condition of the postal revenues and expenditures as to induce Congress to distribute the benefits of the surplus among the people in the reduction of letter postage from 3 cents per half ounce to 2 cents per ounce. Inasmuch as the revenue received from first-class matter at the old rate of 3 cents per half ounce was about \$16,000,000, the reduction of postage to those writing letters was in the neighborhood of \$5,000,000.

Under the seemingly double handicap of reduced rates and increased weights, the Post-Office Department was compelled to face a newly created deficiency, which, in 1885, was about \$7,500,000. In 1892 it was \$6,000,000, and from that year until 1897 the deficiency grew to \$11,000,000. During all this time the beneficent grant of cheaper postage not only aided business, but promoted the exchange of personal communications. It helped the farmers to secure the free distribution of literature from State agricultural experiment stations, which Congress authorized in 1887. The rates of postage on seeds and bulbs were reduced at that time one-half. Congress also reduced the rate on college papers from 1 cent for 2 ounces to 1 cent per pound. Rates of postage on first, second, third, and fourth class matter have been reduced, yet with all these additions to the burden of the mails the significant fact remains that the deficiencies in recurring periods have grown smaller in their percentage relation to the revenues.

PAY AND HOURS OF CLERKS IN POST-OFFICES.

Efforts have been made in the past and are now being made to better, wherever possible, the condition of postal employees. This is especially so in the case of clerks in post-offices. There were upward of 12,000 clerks promoted on July 1 last, the aggregate allowance for these promotions being about \$1,200,000. Fully 11,000 of these promotions were of clerks who received less than \$1,000 per annum.

Recognition in this respect was given clerks who had been not less than one year in the service, and who demonstrated by their efficiency and work that they were entitled to promotion.

The working hours of clerks in the larger post-offices were also reduced so as not to average more than eight hours a day. To enable these large post-offices to bring the time of clerks within eight hours, additional clerks were granted. These clerks have been materially benefited by the increase in their salaries and the diminution of their hours of labor.

In dealing with this or any other subject concerning the postal service, the Department must take into consideration the entire postal field, having in mind the service and its requirements, and should confine the expenditures, as near as possible, within the limits of the revenues, so that the service will not become a serious burden to the people.

RURAL FREE DELIVERY.

Rural free-delivery service has become an established fact. It is no longer in the experimental stage and undoubtedly Congress will continue to increase the appropriation for this service until all the people of the country are reached, where it is thickly enough settled to warrant it. The estimates of the Department are to the effect that the available territory for this service embraces about 1,000,000 square miles, or one-third of the country's area exclusive of Alaska. The 11,650 routes now in operation cover about one-third of the available territory. From this it will be seen that it will require 27,000 employees additional to those now in the service to cover this territory. If Congress shall make the necessary appropriations, it is believed that within the next three years the extension of the service will have been completed.

With the carrier's salary fixed at \$600 per annum the annual gross cost of the completed rural free-delivery service will approximate \$24,000,000. After the service has been completed this increase ought not to exceed annually 8 to 10 per cent, or in about the same proportion as obtains in other branches of the service. The people are demanding the service with impatient earnestness, and this demand is being vigorously supported by their Representatives in Congress. The rapid extension of the service will, of course, increase the deficits during the next three years. After it is completed the revenues will quickly feel the effect of its establishment, and whatever deficit may be occasioned will gradually disappear. The experience of the Department in counties where the service has been fully established for a period of two years justifies the belief that the revenues in the rural districts will increase fivefold over what they have under the conditions heretofore prevailing.

The Department is unable, even with the liberal appropriation made by the Congress, to meet the pressing and justifiable demands for the service.

In fact, the appropriation for the year ending June 30, 1903, will be so far used by January 1 next that no new routes can be established after that date, unless an additional appropriation is made by the Congress that will be immediately available.

PROGRESS OF RURAL FREE DELIVERY.

Five years of experiment in this service, added to several months' experience under permanent organization controlled by the civil-service regulations governing other branches of the postal service, have demonstrated that all the claims heretofore advanced in advocacy of the extension of rural free delivery and its adoption as a permanent feature of postal administration have been sustained.

POSTAL RECEIPTS INCREASED.

It was said that its development would increase postal receipts. Every route established, with one or two exceptions (and these have been recently ordered discontinued), has shown a marked and continuous increase of mail matter delivered and collected, attributable solely to the facilities afforded.

In this connection it will also be interesting to note that rural free-delivery carriers received applications during the past year for 625,946 money orders.

VALUE OF FARM LANDS ENHANCED.

It was claimed that rural delivery would increase the value of farm lands. Official reports indicate that in communities served by rural free delivery, isolated farms have been enhanced in value because of that service at an average rate of at least 5 per cent in the older-settled States, and in the more remote States and Territories, where postal facilities have heretofore been few and far between, the increase of value has been much greater.

FARMERS BROUGHT INTO TOUCH WITH THE MARKETS.

It was asserted that to bring the farmers into close touch with the markets would enable them to obtain better prices for their products. Specific instances have been brought to the attention of the Department where the prompt delivery of live-stock quotations, indicating a temporary glut in the market, to farmers intending to ship to the stock-yards, by enabling them to hold back their shipments till the markets resumed their normal conditions, has saved to individual cattle raisers

more than the total cost of one year's rural delivery over the routes on which they lived. On the other hand, in many instances, information of an advance in the prices of particular farm products has reached the grower, by means of rural free delivery, in time to enable him to make a much more profitable bargain with his commission merchant than he could otherwise have done.

SOCIAL AND EDUCATIONAL BENEFITS CONFERRED.

Lastly, the claim was made that all these material advantages would be equalled if not surpassed by the social and educational benefits conferred in relieving the monotony of rural life, by bringing city and country into close connection, and giving the farmer an opportunity of keeping abreast with the rest of the world, through the daily receipt of his newspapers and correspondence, as had hitherto been enjoyed exclusively by the city man. How thoroughly these features of the service have justified the claims made in their behalf is known to all who are familiar with the operation of the rural free-delivery system.

GENERAL EFFECTS ON THE REVENUES.

In respect to the net cost of the service, which it was at one time thought would be greater than the postal revenues could bear, the facts are that while the appropriations for its development have increased from \$40,000 in 1897 to \$50,000 in 1898, \$150,000 in 1899, \$450,000 in 1900, \$1,750,000 in 1901, and \$3,993,740 in 1902, the annual excess of expenditures over revenue in the Post-Office Department for these respective years, as elsewhere shown, has been practically in inverse ratio to the expenditure for rural free delivery.

The effect of the extension of the service is twofold.

First, it causes increase in the postal receipts of the offices from which it starts.

Secondly, it is responsible in part, at least, for the increase in the receipts of city free-delivery offices with which it is brought into close communication.

THE INCREASE PERMANENT.

Nor are these results sporadic. The increment is steady and continuous. So, also, is the diminution of other postal expenditures which are taken up by the rural service. Figures which only in part represent the result obtained in this direction indicate that 2,149 postmasters of the fourth class, who returned no revenue to the Government, but, by provision of law, retained their gross receipts as compensation for their services, were dropped from the service between November 1, 1901, and October 31, 1902. The total revenues of these

offices during the fiscal year ending 1901 amounted to \$142,660. During the same period 1,668 star-route contracts, which supplied the offices thus discontinued, have been abrogated. The aggregate annual outlay involved in these star routes was \$275,469.

In the process of gradually extending rural service over whole counties, which has been for some time in progress, every small post-office, except a few retained as postal stations, and all star routes, except those necessary to make connection between the distributing offices, are eliminated. As rural service is broadening and is made more systematic in its installation, the lopping off of expenditures, which it renders unnecessary will be more easily accomplished.

MORE FUNDS NEEDED.

Its establishment has been carefully kept within the limits laid down by the annual appropriations of Congress. No service has been ordered into effect unless there was available the requisite appropriation to meet it. But the Department is unable to control the demands of the people. Every new rural route put into operation excites in neighboring communities a desire to be given similar facilities.

Between July 1, the commencement of this fiscal year, and November 1 nearly as many routes have been actually started as were established during the whole of the last fiscal year. Approximately, 650 additional routes have been ordered into effect, to begin November 15 and December 1, 1902. When these services have been established they, with some additional routes, for the installation of which orders have been issued to commence on January 1, 1903, will nearly, if not quite, exhaust the appropriation made for the continuation and extension of rural free delivery during the fiscal year ending June 30, 1903. Therefore, after this fact shall have been ascertained, and unless otherwise directed by Congress, all other completed service will be assigned for commencement with the beginning of the new fiscal year, July 1, 1903.

NO DEFICIENCY CREATED.

If it should be the pleasure of Congress to accelerate the establishment of the rural routes laid out and awaiting action and to expedite the installation of other routes now in course of investigation, prompt action will be taken by the Department should any additional appropriation be made for that purpose. In the absence of such appropriation, it will be necessary at an early date to withdraw from the work of installing new service the special agents and route inspectors now so employed, and to assign them to the duty of inspecting, rearranging, and improving the services already established.

FREE DELIVERY IN SMALL TOWNS.

With the extension of rural free delivery thus actively progressing complaints arise in other communities. Cities of 10,000 population, or \$10,000 gross postal receipts, receive a free-delivery service at least twice a day, in many cases oftener. Residents of remote rural districts to which the rural service has been extended have a free delivery of mail brought within reach of them once a day. Residents of towns of less than 10,000 population, or \$10,000 gross postal receipts, have no free delivery at all. There is a popular demand, which is based on equity and reason, that the space which now intervenes between city and rural service should be diminished by extending free delivery to towns of not fewer than 5,000 population, or not less than \$5,000 gross postal receipts.

EQUALIZATION OF PAY OF SUBSTITUTE CITY CARRIERS.

Under existing conditions there is inequality and injustice in the compensation of substitute letter carriers in free-delivery cities. They pass a civil-service examination, give bond, and provide themselves with uniforms. In the larger cities they report daily for duty; in the smaller towns they are required to remain within reach of the office, subject to call. They constitute a reserve force always ready to meet emergency. Yet, outside of a nominal salary of \$1 per annum, they have no fixed compensation. Their earnings are irregular and uncertain, depending upon the number of days they are called into temporary service as substitutes and upon the fees they receive for carrying special-delivery letters. It is urged that the Government guarantee to each substitute letter carrier in the larger cities, where the regular carriers receive \$1,000 a year salary, a compensation of at least \$30 a month; and in the smaller cities, where the regular pay is \$850 a year, a compensation of at least \$25 a month. This plan, if adopted, will insure to each reserve carrier the certainty of a fixed living income, and is not likely to involve the Government in any considerable expense.

MONEY-ORDER BUSINESS.

The money-order business has largely increased during the fiscal year, both in the number of orders issued and the amount of money involved. The number of domestic money orders issued was 40,474,327, amounting to \$313,551,279. The number of international money orders issued during the year was 1,311,111, amounting to \$22,974,473. The number of international orders paid during the year was 307,679, amounting to \$5,821,729. It will be interesting to note in this con-

nection that the amount of the foreign orders issued was nearly four times as great as the amount paid.

This business of the Department is a source of considerable income, and it is therefore believed that the time has come to make a slight reduction in the charge made for the issue of a money order for the maximum sum, \$100. The fee at present for an order for \$100 is 30 cents, and it is recommended that legislation be passed authorizing the Department to reduce this fee to 25 cents.

POSTAL CHECKS.

Millions of our people live more or less remote from any post-office, and a very large proportion of them are not able to buy money orders or bank drafts without great inconvenience. It is not unreasonable to expect from the Government that it will provide an easy, convenient, and safe method to transmit small sums, say, \$2 or less in amount, without putting the sender to the inconvenience and expense which now obtains in the purchase of a draft or post-office money order.

I urge upon Congress the importance of passing some law, so that our people may have the advantage of it at as early a date as possible. Hundreds of thousands of letters carrying small amounts in silver or postage stamps are transmitted every year through the mails. These letters are a constant temptation to those handling them, as it is easy to identify letters inclosing currency.

With the extension of the rural free-delivery service to the remote parts of the country, the use of postal checks would go far to provide the relief so urgently demanded, as it would conveniently serve those sections of the country not heretofore covered by or adjacent to money-order offices or the banks of the country.

POSTAL REVENUE IN DETAIL.

The postal revenue from all sources was as follows:

Sales of stamps, stamped envelopes, newspaper wrappers, and postal cards.....	\$112, 187, 120. 41
Second-class postage (pound rates), paid in money	4, 541, 523. 59
Box rents.....	2, 992, 085. 04
Revenue from money-order business.....	1, 889, 817. 86
Letter postage paid in money, principally balances due from foreign postal administrations	123, 017. 18
Miscellaneous receipts	50, 242. 58
Fines and penalties.....	45, 810. 81
Receipts from unclaimed dead letters.....	18, 429. 79
Total receipts	121, 848, 047. 26
Excess of expenditures over receipts.....	2, 937, 649. 81
Expenditures	124, 785, 697. 07

EXPENDITURES IN DETAIL.

The expenditures of the postal service for the year are shown, by items, in the following statement:

Transportation of mails on railroads	\$34, 700, 000. 00
Compensation to postmasters	20, 783, 919. 97
Free-delivery service	17, 123, 310. 90
Compensation of clerks in post-offices	14, 434, 047. 70
Railway Mail Service	10, 264, 588. 38
Transportation of the mails on star routes	5, 725, 531. 00
Railway post-office car service	4, 657, 368. 57
Experimental rural free delivery	3, 993, 706. 51
Transportation of foreign mails	2, 268, 690. 75
Rent, light, and fuel for first, second, and third class post-offices...	2, 122, 299. 29
Compensation to assistant postmasters at first and second class post-offices	1, 479, 674. 05
Mail-messenger service	1, 025, 245. 50
Transportation of mails—regulation, screen, or other wagon service	788, 423. 59
Special-delivery service	621, 645. 85
Manufacture of stamped envelopes	621, 327. 30
Transportation of mails on steamboats	563, 062. 75
Mail depredations and post-office inspectors	529, 096. 21
Transportation of the mails, electric and cable cars	389, 987. 61
Manufacture of postage stamps	281, 922. 29
Mail bags and catchers	273, 844. 02
Miscellaneous items at first and second class offices	250, 477. 10
Canceling machines	195, 418. 25
Transportation of the mails, special facilities	150, 319. 13
Balances due foreign countries	141, 782. 07
Payment of money orders more than one year old	130, 365. 11
Registered-package, tag, official, and dead-letter envelopes	126, 649. 85
Blanks, blank books, etc., for money-order service	120, 752. 65
Wrapping twine	116, 707. 38
Manufacture of postal cards	111, 670. 56
Stationery for postal service	69, 439. 97
New territory and military postal service	49, 637. 09
Mail locks and keys	42, 150. 44
Postmarking and rating stamps	37, 446. 44
Wrapping paper	29, 970. 32
Printing facing slips, slide labels, etc	26, 584. 03
	<hr/>
	124, 247, 062. 63
Expenditures under twenty smaller items of appropriation	145, 409. 39
	<hr/>
Total expenditures for the year	124, 392, 472. 02
Add expenditures during the year on account of previous years ...	393, 225. 05
	<hr/>
Total expenditures during the year	124, 785, 697. 07

MAIL TRANSPORTATION.

the close of the last fiscal year the total number of domestic routes of all classes was 34,711; their length 507,540 miles; and the annual travel 474,234,687 miles. Compared with the preceding year this is a decrease in length of routes of 4,267 miles, but an increase in

annual travel of 8,088,628 miles. The expenditure for such service for the year was \$59,281,877.53, an increase of \$2,471,635.47.

STAR ROUTES.

There were 21,767 star routes, the length of which was 259,539 miles, the annual travel 130,087,224 miles, and the cost \$5,646,773.59. The contracts for all the star routes in the fourth contract section, embracing all the States and Territories (three excepted) west of the Mississippi River, expired June 30, 1902, and new contracts were made for all the star service in those States and Territories for the term of four years beginning July 1 last. These new contracts covered 6,037 routes, aggregating 110,563 miles in length and 48,686,346 miles of annual travel, the latter being an increase of 2,007,838 miles, or 4.30 per cent, over the annual travel under the old contracts. The average rate per mile traveled under the old contracts was 4.83 cents; under the new contracts it was 6.58 cents. At the average rate paid under the new contracts—6.58 cents per mile traveled—a contractor traveling 22 miles each week day would receive a fraction over \$1.44 per day, or \$453.10 per annum. These contracts were let only to those persons who agreed to reside on or contiguous to their routes and to give their personal supervision to the performance of the service, and nearly all of the contracts provide for delivering mail into boxes along the routes wherever the people desire such service.

Box delivery on star routes.—The system of box-delivery service has now been applied wherever practicable to all of the first contract section, including the States from Maine to West Virginia, having 5,578 routes, and to the fourth contract section, including the States and Territories (three excepted) west of the Mississippi River, having 6,037 routes, to the State of South Carolina, and to miscellaneous routes throughout the remainder of the country wherever new contracts have been made, so that the people on considerably more than half of all the star routes in the United States are now given the advantages of this box-delivery service. The fiscal year just closed was the first year of the contracts for this class of service in the first contract section, Maine to West Virginia, and in June last inquiries were sent to each of the routes to ascertain the extent to which the box delivery was being utilized. The replies received from 4,840 routes show that 32,798 boxes or cranes have been erected along these routes and that 42,728 families are having their mail delivered to them by the carriers through such boxes or bags attached to cranes. Reports indicate that such service is generally satisfactory to the people who are availing themselves of it.

Star service discontinued.—The star service discontinued during the year ended June 30, 1902, by reason of the establishment of rural free-delivery service, amounted to \$265,013.98.

ALASKA.

The contracts for all mail transportation in Alaska expired on June 30 last and new contracts were executed for service for the term beginning July 1. The first mail transportation by railroad authorized in Alaska was that which was established last May on the railroad between Skagway and White Pass, near the Canadian boundary line, a distance of 20 miles. Beginning July 1 the Canadian department assumed the transportation of mails over her territory between the boundary line near White Pass and the boundary line near Eagle, Alaska. Among the principal routes included in the new contracts is one along the Yukon River from Eagle to Tanana, 567 miles, and one from Tanana to St. Michael, 423 miles, on which the mails are carried not less frequently than once a week, except for four months of the year while the ice is either forming or breaking on the Yukon River, when the service is to be twice a month.

As the mails on these routes in the winter time must be carried by dog teams and sleds, the weight is limited during the winter, but the contracts provide for carrying the mails by steamers during the summer season on the Yukon without limit of weight as often as the steamers may run, which will be more frequently than the mails are carried at other seasons. There is a connecting route from Nome to Unalaklik, 230 miles, also an overland route from Eagle to the southern coast at Valdez, 413 miles, twice a month, in connection with steamers to and from Seattle. Service has been established from Fort Yukon to Bettles, 250 miles, one round trip a month, except in May and October. All of this route is north of the arctic circle. Contracts have also been renewed for carrying all classes of mail without limitation of weight during the season of navigation from both Seattle and San Francisco to Nome and St. Michael and for a connecting steamer line from St. Michael to Golovin, Nome, Teller, and York. During the summer just closed mail-steamer lines were extended farther north than theretofore, and mails were carried from Nome, by Shishmaref, Deering, and Kotzebue Mission, to the mouth of the Kowak River, a distance of 331 miles.

HAWAII AND PORTO RICO.

Temporary contracts for mail transportation in Hawaii made after the service in the Hawaiian Islands was assumed by the United States expired June 30 last, and the first general letting for a four-year term occurred last year. Under the new contracts effective July 1, 1902, there were in Hawaii 94 routes, aggregating 14,798 miles in length, with an annual travel of 764,373 miles, the cost of which was \$97,456.38 per annum.

In Porto Rico there were on October 17, 1902, 47 routes, the length of which was 3,491 miles, having an annual travel of 614,114 miles, the cost of which was \$80,466.74 per annum.

STEAMBOAT SERVICE.

At the close of the year there were 210 steamboat routes, the total length of which was 34,338 miles, with an annual travel of 5,416,397 miles, costing \$598,251.05 per annum. Compared with the previous year this was an increase of 367 miles in length of routes, 764,139 miles in annual travel, and \$55,265.73 in annual cost. The service in the fourth contract section was relet last year for the term of four years beginning July 1, 1902, and the increase in cost under the new contracts was \$62,867.41 per annum.

MAIL-MESSENGER SERVICE.

On June 30 last there were 7,542 mail-messenger routes, aggregating 5,258 miles in length, 10,495,622 miles of annual travel, at a cost of \$1,055,974.06 per annum. In this service there was an increase of 167 miles in length of routes and \$60,162.30 in annual cost.

PNEUMATIC-TUBE SERVICE.

No pneumatic-tube service was in operation last year, as Congress made no provision therefor, but the appropriation act for the current year, approved April 21, 1902, appropriated \$500,000 for pneumatic-tube service and authorized the Postmaster-General to enter into contracts for service not exceeding an annual expenditure of \$800,000. Pursuant to this statute advertisements were issued inviting proposals for a system of pneumatic-tube service in Boston, New York, Philadelphia, Chicago, and St. Louis.

RAILROAD TRANSPORTATION.

On June 30, 1902, there were 2,844 railroad routes, the total length of which was 187,129 miles, with an annual travel of 312,521,478 miles, costing \$35,049,211.22. The increase in the length of routes was 3,771 miles, in annual travel 9,908,153 miles, and in annual expenditure \$1,167,820.98. A weighing of the mails was had on all of the railroad lines in the fourth contract section, including all the States and Territories (three excepted) west of the Mississippi River, and the result of the regular quadrennial readjustment of pay for railroad transportation in those States and Territories for four years beginning July 1 last was an increase in annual cost of \$1,374,010.65, being 14.91 per cent.

ELECTRIC CAR SERVICE.

There were in operation on June 30 last 327 electric car routes, aggregating 3,508 miles in length, 7,534,757 miles in annual travel, and costing \$414,348.75. The increase in length was 551 miles, in annual travel 945,348 miles, and in annual expenditure \$51,734.58.

RAILWAY MAIL SERVICE.

Extent of service.—At the close of the year there were 1,350 lines of traveling post-offices, covering 178,796 miles in length. The number of clerks employed was 9,731, annual travel by them in cars 221,589,999 miles. To accomplish this, 3,785 cars and apartments were used on the steam roads, besides 24 cars on the electric lines under the supervision of the Railway Mail Service, and 83 apartments on steamboats. It is estimated that these clerks handled 15,062,830,640 pieces of ordinary mail and 24,174,174 packages and cases of registered mail. The errors by clerks in handling the mail as reported indicate but 1 error made for every 11,502 pieces correctly distributed.

Casualties.—There were 286 casualties to mail cars last year, in which either mail or clerks were injured. Nine clerks were killed and 88 seriously and 302 slightly injured. In the appropriation act for the current fiscal year provision was made for the first time authorizing the Postmaster-General to pay to the legal representatives of any railway postal clerk who shall be killed while on duty, or who, being injured while on duty, shall die within one year thereafter as the result of such injury, the sum of \$1,000. This afforded a much-needed relief in that class of cases and supplements the practice of the Department to continue to pay a clerk injured while on duty his full salary for a period not exceeding one year after the injuries are received, unless sooner able to resume duty, Congress having made provision for the employment of acting clerks in place of clerks so injured.

Protection of clerks.—Legislation is needed for the protection of railway postal clerks while in the discharge of their duties. This is a matter which has been fully presented in previous annual reports.

Improvements.—New and improved service in lines of full railway post-office cars or apartment cars during the past fiscal year was applied to 34,605 miles, which is in excess of the record of any previous year. Additional car space was provided on lines aggregating over 8,000 miles in length. New trains at a high rate of speed have been placed in operation on several of the trunk lines, furnishing greatly improved schedules for the movement of the mails, and by the extension of other lines new connections have been developed for the more expeditious transmission of mails to and from important sections of the country.

Reorganization and reclassification.—While no general law has been enacted by Congress for the reorganization and reclassification of the Railway Mail Service, much has been done in various appropriation bills. The salaries of clerks of the \$1,200 and \$1,400 classes, which for years were reduced by reason of restricted appropriations to amounts less than the maximum allowed by law, have been restored. A higher class, at \$1,600 per annum, has been created for chief clerks and allowances have been made for their traveling expenses. A still higher class, at \$1,800 per annum, has been established for assistant division superintendents and provision made for their traveling expenses. The salaries of division superintendents have been increased, fifteen days annual leave has been granted to clerks performing daily service, provision has been made to pay \$1,000 to the families of clerks killed in the line of duty, and provision has been made for the promotion of clerks on the heavier apartment lines from \$1,000 to \$1,100 per annum and for the promotion of assistant chief clerks and a number of clerks on full railway post-office lines operating more than one car to a train from \$1,200 to \$1,300 per annum.

Registered pouches made up by postal clerks.—A change has been made in the distribution and dispatch of registered matter that will result in shortening the transit time of that class of matter without affecting its security. The schemes for the distribution of registered matter have been changed so as to avoid the delays at exchange offices, the matter heretofore inclosed in the through registered pouches being omitted to a large extent, and forwarded as hand pieces. A system of through registered pouches to be made up by the clerks of the larger lines has been inaugurated, and special equipment has been furnished with which to make such exchanges.

FOREIGN MAILS.

Last year the Department paid for the transportation of foreign mails the sum of \$2,245,625.55.

The contract for ocean mail service between New York and La Guaira expired on February 28, 1902, and was replaced by two contracts—one for route No. 36, from New York to Puerto Cabello, Venezuela, once every two weeks, in vessels of the third class, and the other for route No. 37, from New York to Maracaibo, Venezuela, once every two weeks, in vessels of the fourth class; the new contracts being for a period of ten years from March 1, 1902. The contract which expired provided for service to Venezuela three times a month. The new contracts contemplate service to Venezuela once a week and to Porto Rico once every two weeks. There are now seven routes under contract for ocean mail service, at an annual rate of expenditure of \$1,475,138.

Parcels post.—The parcels-post convention of the Republic of

Bolivia became operative February 1, 1902. The weight of the parcels post mails dispatched from the United States during the last fiscal year was 322,615 pounds, an increase over the weight dispatched during the preceding fiscal year of 69,824 pounds, or 27.62 per cent. The number of parcels dispatched during the last fiscal year was 93,095. The average weight of each was $3\frac{1}{2}$ pounds. The weight of the parcels post mails received during the last fiscal year was 399,887 pounds and consisted of 56,820 parcels, the average weight of each being 7 pounds. Of the total weight of 322,615 pounds dispatched, 65,616 pounds were for Germany, consisting of 24,694 parcels. In return we received from Germany 44,952 parcels, their weight being 339,348 pounds. From statistics during the months of April and May last it appears that of the parcels received from Germany more than 35 per cent are delivered in the city of New York; more than $48\frac{1}{2}$ per cent in the cities of New York, Brooklyn, Hoboken, Jersey City, Boston, Philadelphia, Baltimore, and Washington; and that more than $72\frac{1}{2}$ per cent are delivered east of the Mississippi River.

The parcels-post convention with Germany was in the nature of an experiment, being the first convention concluded with any of the principal countries of Europe. It has now been in full operation three years, sufficiently long to enable the Department to determine whether it should be continued in force, modified, or terminated after six months' notice.

From the statistics taken it appears that the average weight of parcels dispatched from this country to all countries only slightly exceeds $3\frac{1}{2}$ pounds. The average weight of parcels dispatched from this country to Germany is $2\frac{3}{4}$ pounds. The domestic postal service of this country does not permit the introduction of parcels heavier than 4 pounds in weight; therefore, in view of the fact that 4 pounds, as a limit of weight, will fairly meet the requirements of this country, the Second Assistant Postmaster-General recommends the tender of parcels-post conventions with England, France, Italy, and other countries of Europe, similar to that now in force between this country and Germany, with the exception that the weight of parcels be limited to 4 pounds, and that six months' notice be given to Germany of the desire of this country to modify the existing convention so as to reduce the weight of parcels from 11 to 4 pounds.

Postal Union reply envelope.—Attention is invited to the remarks of the Second Assistant Postmaster-General concerning the need of a universal stamp or some substitute for it which will facilitate international correspondence and to his suggestion of a plan which, he believes, will meet this need, and he recommends that one or more countries of the Postal Union be invited to enter into agreement with the United States to test this plan in advance of the meeting of the Postal Con-

gress in 1904, so that the result thereof may be ascertained in time to be presented when the subject shall come before that congress.

Sea post-offices.—International sea post-offices have been in continuous operation on the steamers of the International Navigation Company, the North German Lloyd Steamship Company, and the Hamburg-American Line. Heavy mails continue to be dispatched by steamers under contract with the British Government and on which we have not been able to secure, as yet, by mutual agreement, sea post-offices. The benefits of the sea post-office are becoming every year more apparent and justify the expense connected therewith. It is desirable, however, to secure the cooperation of Great Britain in extending the service to steamers under contract with that Government.

REDUCTION IN RATES OF FOREIGN POSTAGE.

The domestic rate of postage is 2 cents for each ounce or fraction thereof; the foreign rate is 5 cents for each half ounce or fraction thereof. A letter which would cost but 2 cents to transmit in the United States would require 10 cents in postage, or five times as much, if sent to England.

The business and social relations of the people of this country with those of certain European nations have grown to such extent that it is believed the time has come to reduce the foreign rate of postage, the present rate being considered excessive and a hindrance to the development of commerce and trade between the United States and the great commercial nations of Europe.

I recommend, therefore, that negotiations be undertaken with Great Britain, Germany, and France for the purpose of modifying the rates of postage as suggested, believing that correspondence would be stimulated to such extent that within a very short time it would result in an increase in the interchange of communications, which would bring greater returns than obtain from the present rate. Such a result followed the reduction in the domestic rates of postage.

CLASSIFICATION OF MAIL MATTER AND REVENUES THEREFROM.

It is estimated that the total weight of all mail matter, exclusive of Government free, mailed during the year was 745,742,872 pounds. The actual postage revenue derived from this source during the year was \$116,728,644. The first class, exclusive of free matter, weighed 101,108,928 pounds, or about 14 per cent of the total weight, yet produced 78 per cent, or \$90,950,751.72 of the total revenue from all the classes. Second-class matter—that mailed by publishers and news agents at the pound rate and that mailed by publishers free within the counties of publication—weighed 488,246,903 pounds, or about 65 per

cent of the total weight of all classes, yet produced less than 4 per cent, or \$4,541,523.59 of the total postage revenue. Transient second-class matter (that mailed by the public), third and fourth class matter, and matter other than first class addressed to foreign countries combined, weighed 153,675,511 pounds, or 21 per cent of the total weight of the mails, and yielded about 18 per cent, or \$20,957,110.44 of the total revenue.

ABUSE OF SECOND-CLASS PRIVILEGES.

This whole subject is discussed at length in the report of the Third Assistant Postmaster-General. There is probably no feature of the postal administration which is more in the public mind than this, and attention is invited thereto. It is gratifying to be able to state that after years of discussion in the annual reports of the Department and consideration of the question by Congress, an effort has been made to curtail these abuses and substantial progress made. The regulations of July 17, 1901, are designed to properly interpret the law and so confine that privileged rate within the intent of the statute—to genuine newspapers and periodical publications. It seems to have been but little appreciated that a publisher's mailing privilege under the law is in effect a subsidy.

EFFORTS TO CORRECT ABUSES.

On October 1, 1901, the privilege of sending unsold copies from one news agent to another was withdrawn. So far as known there has been no effort to evade the new ruling. Another substantial accomplishment is that periodical publications which have the characteristics of books have been rejected from the second class and are now classified as third-class mail matter. Some progress has been made in rejecting alleged newspapers and periodicals which are not bona fide, but which are mere advertising sheets or circulars. The sample-copy abuse has also been corrected by limiting the number which may be sent with each issue so that it shall be not in excess of the number of legitimate subscribers. There remains, however, much to be accomplished. The permanent effect upon the service will be awaited with interest.

RESTRAINING ORDERS.

The efforts of the Department to correct the abuses have been checked by the appeal of interested parties to the courts, and restraining orders have been issued by the Supreme Court of the District of Columbia in a number of cases, which will test the right of the Postmaster-General to classify mail matter along the lines of the policy referred to. A judicial decision regarding this policy is desirable,

but the delay incident thereto is regretted, because of the very material loss of revenue to the postal service in consequence thereof.

PROPOSED NEW RATE OF POSTAGE.

There can be no doubt that it is sound public policy to continue the present cheap rates of postage on second-class matter for the benefit of all bona fide daily and weekly newspapers devoted to the dissemination of news to the public. They assuredly come within the purpose of the law covering the 1-cent per pound rate, and this alone is the matter which should be mailed at such rate.

In the last ten years the number of periodicals coming within this classification has increased enormously in number, and still more so in weight. They are not newspapers, either daily or weekly, but magazines of various kinds, published monthly or quarterly. In the opinion of the Department the time has come when this class of publications should not be carried at a less rate than 4 cents per pound, which, it is estimated, is what it costs the Government to deliver them. It is unreasonable to ask the Government to bear three-fourths of the expense of their delivery. The subsidy is too great a one, and the publishers should be satisfied if the Government carries such matter in the mails at cost to it.

The taking away of the subsidy to magazines and other periodicals, to which reference is made above, and compelling them to pay the Government a rate which will save it from actual loss, would so increase the revenues as to in a very great degree pay for the introduction of the rural free-delivery service.

I heartily concur in the recommendation of the Third Assistant Postmaster-General, who has fully treated of this subject in his report, and urge upon Congress the serious consideration of this subject as in the interest of the whole people.

I concur also in his recommendation that provision be made for receiving in the mails large quantities of identical pieces of printed matter, and small articles of merchandise without the necessity of affixing postage stamps to the individual pieces. This will effect an economy both for the public and for the Department. There will be a saving in the expense of manufacturing stamps, the sale of them to the public, and the canceling thereof in the post-offices after mailing; and the public will save in the labor of attaching the stamps to the individual pieces. These concessions, I am convinced, are due to the business interests of the country.

STAMP BOOKS.

The increase in the demand for stamps bound in books was very great. The number of books issued was 7,093,274, containing 124,-

468,488 2-cent stamps, which is 51 per cent more books than were issued the preceding fiscal year. The profit to the Government for the year over the cost of manufacturing the books was \$43,402.92.

NEW SERIES OF POSTAGE STAMPS.

New designs, covering the entire series of adhesive and embossed stamps, are in course of preparation. It is expected that they will be ready for issue during the coming winter. The new stamps will be much more artistic than those of the present series, and will bear the name of the subject, with the years of birth and death. This will add to the historic interest and educational value of the series. A stamp of the 13-cent denomination is provided for; it will bear the portrait of the late President Harrison. It has also been determined to place the portrait of Martha Washington on the 8-cent stamp.

REGISTRY SYSTEM

There were transmitted in the registered mails during the year 22,831,400 letters and parcels. Of this number, 3,203,257 were free matter. As compared with the preceding year, this represents an increase of 2,010,865 in paid registrations. There was \$1,570,251.44 collected in registry fees, an increase of \$160,869.20 over the preceding year.

Of the total 3,203,257 pieces of official matter registered free, there were lost only 5, with an aggregate value of \$115.77. When it is considered that the official matter for the Treasury and Post-Office Departments alone contained money to the amount of \$1,534,946,549.14, this loss is infinitesimal. It is in effect a loss of much less than one dollar in every thirteen millions transmitted.

For all losses of first-class registered matter mailed by the public, the actual indemnity paid during the year was but \$654.18.

The registry system has been improved to such an extent within the last few years that the number of annual losses is now so small as to be most remarkable. Out of 22,831,400 registered articles handled the irrecoverable losses already reported are but 171. As shown by the number of cases reported and investigated during the year, the losses averaged but one piece in every 86,156. This is a little more than one one-thousandth of 1 per cent. It is doubtful if there be a private enterprise in the world doing business of half the magnitude of the registry system, that can boast of such a record for safety and efficiency.

That the public recognizes the efficiency of the registry system is evidenced by the great increase of patronage. The average yearly increase in paid registrations for the last twenty years was 560,658

pieces. The increase for the last fiscal year (2,010,865) as compared with the fiscal year ended June 30, 1901, exceeded this average yearly increase by 1,450,207, or 258.66 per cent.

The system of registration of matter by letter carriers in the residential districts of cities and by rural carriers throughout their routes, which was inaugurated in 1900, has been increasing to a gratifying extent. During the year ending June 30, 1902, the city letter carriers registered 317,942 pieces, against 237,716 during the previous year—an increase of 80,226, or 33.74 per cent; and the rural carriers registered 114,595 pieces, against 51,428 during the previous year—an increase of 63,167, or 122.82 per cent.

Under the provisions of an act of Congress the indemnity for registered first-class matter lost in the mails has been increased from \$10 to \$25 for each piece, effective July 1, 1902. The indemnity applies to domestic matter only and is particularly in the interest of a large class of citizens who have no other safe method for sending remittances by mail.

RETURN POSTAL CARDS AND ENVELOPES.

The subject of return postal cards and envelopes has been much discussed by the public and considered in the Department. The four assistants to the Postmaster-General and the Auditor for the Post-Office Department were appointed a committee to consider this subject and report upon the feasibility of adopting an experimental plan. Your attention is respectfully called to the report of this commission transmitted herewith.

After having given the subject careful consideration and believing that it has great merits, I have arrived at the conclusion that it is very questionable whether, under the law as it now stands, the Department is authorized to put in operation any system which does not provide for the prepayment of postage by the affixing of stamps.

I recommend to Congress the passage of a law which confers upon the Department specific authority to introduce the system of reply postal cards and envelopes referred to, if in the discretion of the Department it shall be deemed wise and to the interests of the public.

PRESIDENTIAL POSTMASTERS.

The total number of appointments of postmasters for the year was 16,970, which is an increase of 1,313 over the previous fiscal year. The increase is occasioned by the expiration of a number of commissions of Presidential postmasters. In 1901 the commissions of only 184 postmasters expired, while for the present fiscal year there were 1,892.

The policy of the Department to hold postmasters to a strict account

in the discharge of their duties is the reason for the slight increase in the number of removals. Postmasters show great improvement in the conduct of their offices and the efficiency of the service has never been better.

ESTABLISHMENT AND DISCONTINUANCE OF FOURTH-CLASS POST-OFFICES.

There were 3,038 post-offices established during the year and 4,059 discontinued. The principal cause of the discontinuance of so many post-offices was the extension of the rural free-delivery service and the establishment of rural free-delivery stations. The establishment of this service, of course, dispenses with fourth-class post-offices as does the extension of the city-delivery service to towns adjacent to large Presidential offices. During the year there were 1,906 post-offices discontinued owing to the establishment and extension of this rural service, the aggregate of the salaries of postmasters thereat being \$116,807.

CUBAN POSTAL SERVICE.

On the 20th of May, 1902, the Post-Office Department relinquished its control of the Cuban postal service and it was placed almost entirely in the hands of the Cuban Government.

Among the assets turned over to Cuba at the time of the transfer were postage stamps and stamped paper, to the value of \$177,600.07, and money-order funds amounting to \$183,249.71. The postal service of Cuba was placed upon an efficient and economical basis during the régime of the American officials and employees, and the methods which prevail in the conduct of post-offices in the United States were introduced generally. The service was thoroughly reorganized and improved. The revenues were gradually increased, while there was a marked decrease in the expenditures.

SUPPRESSION OF FRAUD.

The Department has continued to enforce the statutes forbidding the use of the mails in the conduct of fraudulent schemes in the most vigilant manner, resulting in the issuance of fraud orders to the number of 247 during the year. These have been directed against the promoters of various fraudulent schemes, including bond-investment and debenture companies, schemes involving fraudulent or lottery features, and various fictitious tontine and insurance companies. The power granted to the Postmaster-General under the laws referred to is very great and is exercised with the greatest care, to the end that no injustice shall be done worthy or meritorious business enterprises.

Decisions and opinions of the Assistant Attorney-General for the Post-Office Department have never been printed. A great number of

these opinions are on file in his office and can not be found except through examination of a very numerous collection of letter-press books. These opinions are very valuable to the Department, for reference purposes and the establishment of precedents for future action, and, as now placed, are almost inaccessible. In printed form they would prove of great value not only to the Department, but to others outside the Department who have occasion to ascertain the opinions given in various matters of administrative policy and practice in the Department, which are only to be found in these opinions. For official and general information, I recommend that these opinions should be put in book form, and ask an appropriation from Congress for that purpose.

LEGISLATION.

The following recommendations for legislation, some of which have heretofore been made, are submitted for the consideration of Congress:

That the extension of free delivery to towns of not less than 5,000 population, or \$5,000 gross annual postal receipts, be authorized.

That substitute letter carriers in cities of 75,000 population and over be guaranteed monthly earnings of not less than \$30, and in cities of less than 75,000 population not less than \$25.

That rural letter carriers be allowed an annual leave of absence of not to exceed fifteen days with pay.

That the maximum fee for a money order be fixed at 25 instead of 30 cents.

That section 3 of the act of June 13, 1898, chapter 446, providing that assistant postmasters, cashiers, and other employees of post-offices of the first, second, and third classes shall give bond direct to the United States, be repealed, and that a statute be enacted requiring such officers to give bond directly to the postmasters, and holding postmasters responsible under their own bonds for any and all acts and defaults occurring at their respective offices.

That the interstate-commerce law be amended to prohibit common carriers, to wit, telegraph and express companies, or any of their employees, from aiding and abetting in the green-goods or lottery swindles, or any other scheme carried on partly by mail and partly by common carrier and which is in violation of the postal laws.

That the Department be authorized to adopt a system of postal checks.

That a statute be enacted authorizing the receiving and dispatching of certain classes of mail matter without the necessity of affixing postage stamps to individual pieces.

That an act be passed conferring upon the Department specific authority to introduce a system of reply postal cards and envelopes.

Authority to print in book form the opinions rendered by the Assistant Attorney-General for the Post-Office Department.

That provision be made for new and suitable building for the manufacture and repair of mail equipment, the quarters at present occupied being entirely insufficient.

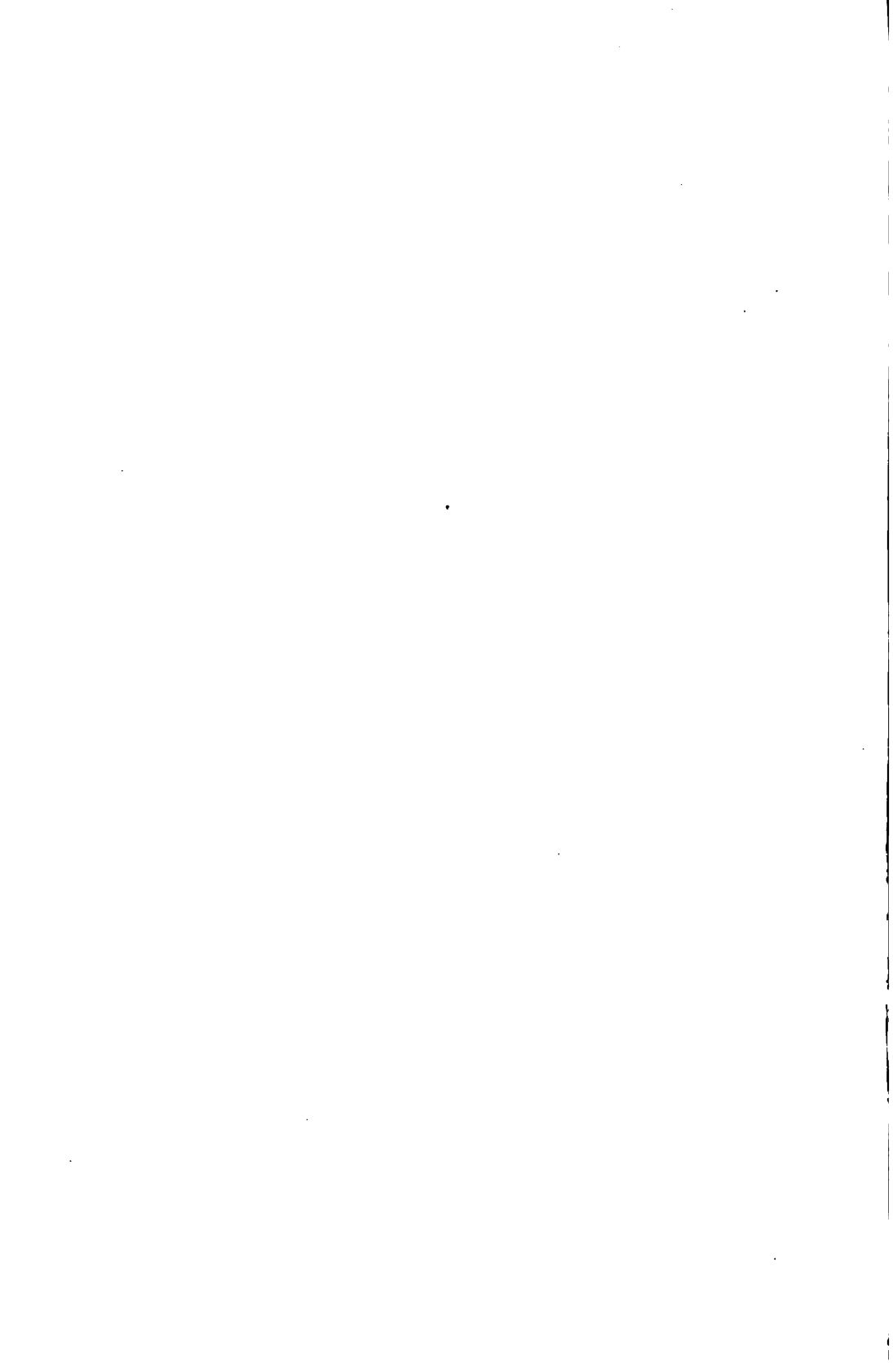
In concluding this report I desire to testify to the zealous and efficient service rendered by my assistants and the chiefs of divisions in the duties devolving upon them.

Respectfully submitted.

HENRY C. PAYNE,
Postmaster-General.

REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL
FOR THE
POST-OFFICE DEPARTMENT.

FISCAL YEAR ENDED JUNE 30, 1902.



REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL FOR THE POST-
OFFICE DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL,
FOR THE POST-OFFICE DEPARTMENT,
Washington, October 31, 1902.

SIR: I have the honor to submit the following report of the operations of this office for the fiscal year ended June 30, 1902.

By the regulations of the Post-Office Department the Assistant Attorney-General is charged with the duty of giving opinions to the Postmaster-General or the heads of the several offices of the Department on questions of law arising upon the construction of the postal laws and regulations, or otherwise, in the course of business in the postal service; with the consideration and submission (with advice) to the Postmaster-General of all claims of postmasters for losses by fire, burglary, or other unavoidable casualty, and of all certifications by the Auditor for the Post-Office Department of cases of proposed compromise of liabilities to the United States, and of the remission of fines, penalties, and forfeitures under the statutes; the keeping and preparation of all correspondence with the Department of Justice relating to prosecutions and suits affecting or arising out of the postal service; and with the consideration of applications for pardon for crimes committed against the postal laws, which may be referred to this Department; with the preparation and submission (with advice) to the Postmaster-General of all appeals to him from the heads of offices of the Department depending upon questions of law; with the hearing and preparation of cases relating to lotteries and the misuse of the mails in furtherance of schemes to defraud the public; with the examining and, when necessary, drafting all contracts of the Department; and with such other like duties as may from time to time be required by the Postmaster-General.

From the above it will be seen that the duties devolving on the office of the Assistant Attorney-General are multiplex and various. Needless to say, these involve a very large amount of labor, including careful legal research and effort as well as clerical routine; and this shows a substantial increase year by year, correspondingly with the development and expansion of the postal service.

Thus there has been rendered during the fiscal year ended June 30, 1902, a total of 785 official written opinions as compared with 603 such opinions rendered during the preceding year. Of these, 117 were

upon matters of law, involving the interpretation of statutes, contracts, leases, etc., and were mainly addressed to officers of the Post-Office Department proper in response to inquiries received from them; 567 were in the nature of rulings upon the mailability of matter relating to prize schemes, the questions involved in them arising under the act of September 19, 1890, prohibiting the transmission in the mails of matter concerning lotteries and similar chance enterprises; 33 were upon schemes or plans of business of so-called bond-investment companies, and had reference to the question whether these did not embrace the elements of a lottery or fraudulent scheme. These latter were addressed to postmasters, as were also the lottery rulings referred to; both classes of opinions being designed to instruct the postmasters to whom directed as to the proper treatment of mail matter having reference to such concerns or enterprises. The remaining 68 opinions were also given to postmasters, and related to miscellaneous questions arising in the conduct of their respective post-offices, and upon which they desired advice.

In the above statement of the number of official opinions prepared and rendered by the office of the Assistant Attorney-General during the past fiscal year, it is to be observed that no account is taken of the verbal opinions given to officers of the Post-Office Department in response to informal inquiries upon questions of law of lesser importance. These are of daily occurrence, and in the course of a year aggregate a very large number. Frequently they necessitate immediate consideration, and in almost all cases require reference to the statutes, to reports of decided cases, or to text books.

During the year 99 claims for reward for services rendered in connection with the arrest and conviction of post-office burglars, mail robbers, letter-box thieves, etc., have been considered and their allowance or disallowance advised, as compared with 87 such claims passed upon during the preceding year.

Petitions of postal criminals for executive clemency to the number of 66 have been reported upon to the Attorney-General with recommendation as to action thereon, as against 60 such petitions reported upon during the previous fiscal year.

Offers of compromise of indebtedness to the United States to the number of 22, submitted to the Postmaster-General in pursuance of sections 295 and 409 of the Revised Statutes, and referred to this office, have been examined and returned to him with advice as to their acceptance or rejection; being an increase over the last fiscal year in the number of such cases considered of 13.

By the acts of Congress approved May 9, 1888, and June 11, 1896, the Postmaster-General is authorized to reimburse postmasters on account of losses of funds due to "fire, burglary, or other unavoidable casualty" at their respective post-offices, and also for losses of funds in transit from post-offices to their depositories. The examination and consideration of claims submitted in pursuance of these statutes are, as heretofore stated, assigned to the office of the Assistant Attorney-General. During the past fiscal year there has been a marked increase in the number of such claims submitted and disposed of, as compared with the preceding year. The office records show that during the year ended June 30, 1901, claims of this character to the number of 1,217 were received, and 1,059 settled, while during the fiscal year just closed the number of such claims received was 1,277, and the number settled 1,207.

The aggregate of the losses, claims for which were allowed during the year, is \$183,676.46, which is much more than double the total amount allowed the previous year. Of this aggregate, however, \$74,610 is on account of funds lost in the burglary of the Chicago post-office, which occurred between midnight of Saturday, October 19, and the early morning of the following Monday. It seems that on the occasion in question one of the vaults in the temporary structure occupied by the post-office was entered by burglars, who gained access thereto by drilling holes through the bottom of the vault and removing a piece of the flooring of sufficient size to admit one of their number, who took therefrom postage stamps in the amount stated. The postmaster at Chicago was reimbursed for this loss under authority of a special act of Congress; the general statutes in force authorizing allowances in such cases extending only to losses not exceeding \$10,000. But, exclusive of this claim, the increase in the amount of claims allowed over that for the previous year is \$28,409.26.

Appended to this report will be found a detailed statement, in tabular form, of the work of the division of this office charged with the consideration of the claims of postmasters arising under the acts of Congress to which reference is herein made.

Quite the most difficult and responsible of the functions of the Assistant Attorney-General arises under the act of September 19, 1890, amendatory of sections 3894, 3929, and 4041 of the Revised Statutes. This act empowers the Postmaster-General, upon evidence satisfactory to him that the mails are being used in the operation of a lottery or similar enterprise contemplating the distribution of prizes dependent upon chance, or of a scheme or device to defraud, to direct the postmaster at any post-office at which registered letters may arrive addressed to the concern or person found to be operating such scheme, to return such letters marked "fraudulent" to the writers thereof where known, and where the writers are unknown to forward such letters to the Dead-Letter Office. The statute also provides for the withholding from payment of money orders drawn in favor of such concern or person and the repayment of the amount expressed therein to the remitters; and by the act of March 2, 1895, the provisions of the act of September 19, 1890, relating to registered matter, are extended to ordinary letters.

Naturally the duty of examining and weighing the evidence gathered by post-office inspectors or submitted by citizens in cases arising under these statutes has been assigned to the law office of the Post-Office Department. The authority given to the Postmaster-General by these statutes is broad and discretionary, and it has been held that the action taken by him under them is not reviewable by the courts. Realizing to the fullest the responsibility thus imposed and the injustice which might result from hurried or ill-considered use of this authority, the greatest care is exercised in all such cases. According to the established custom, which is very rarely departed from, in cases in which the evidence submitted indicates *prima facie* that the mails are being used improperly and in violation of these statutes, the party charged with such violation is summoned to appear here and make such answer or defense to the charges preferred or such explanation concerning them as he may desire to offer. After full hearing a brief of the evidence submitted for and against the accused and of the conclusion reached by the Assistant Attorney-General, is forwarded to the Postmaster-General, by whom final action is taken. This consists either

in the issuance of what is known as a "fraud order" against the person or concern in question—the nature and effect of which have been previously explained herein—or a dismissal of the charges.

In some cases the notice to appear is ignored, and in such, action is taken in the absence of the party accused; but in most instances the parties summoned do appear and vigorously contest the action proposed by the Department. Frequently these hearings cover a period of several days, and some of them have been of as much as two weeks' duration. During the fiscal year last past 163 calls were issued to persons or concerns to appear at this office and make answer to charges that they were using the mails in the operation of fraudulent schemes or lottery enterprises. Pursuant to these calls there were 92 hearings, while most of the other parties upon whom notice was served submitted their answers in the form of briefs. Fraud orders to the number of 247 have been issued by the Postmaster-General, of which 63 were directed against the promoters of fraudulent schemes; 19 against foreign and 10 against domestic lotteries, and 155 against what are known as "bond investment" and "debenture" companies, and which were found to be carrying on, by means of the postal establishment, plans or schemes involving fraudulent or lottery features, or both. The seeming discrepancy between the number of persons and concerns called upon to show cause why fraud orders should not issue against them and the number of such orders issued is fully explained by the statement that a number of bond investment companies and concerns of similar character, whose schemes were ascertained to be fraudulent or to embrace the lottery principle, were discovered to have branches or agencies in various cities, and it was therefore necessary to direct an order to the postmaster in each of such cities, in order effectually to suppress their operations through the mails.

Of the whole number of fraud orders so issued nine have been revoked for the reason that the object of their issuance was accomplished and that mail was no longer coming to the addresses named therein.

Additional to the cases arising under the act of September 19, 1890, and the supplemental act of March 2, 1895, disposed of as above stated, a very large number of such cases, investigated and reported upon by post-office inspectors and referred to this office, are found not to establish *prima facie* the facts alleged by the complainants. These, after careful review, are returned to the division of inspectors with advice either that they be further investigated with the purpose of obtaining additional evidence or that they be closed. The number of cases thus handled can not be given, though undoubtedly they run far into the hundreds.

These statutes are of incalculable value in preserving the integrity of the mails, and afford to the public in its use of this medium a protection against loss by fraud that could probably be secured in no other way. After an experience of over twelve years of their practical operation and effect, the wisdom, and even necessity, of their enactment seems beyond question. By the exercise of their authority fraudulent schemes and practices, as well as lotteries and similar chance enterprises, carried on through the use of the mails, have been reduced to the minimum. It is the constant and earnest aim to apply and enforce them fairly, and with moderation and careful regard for the rights of

individuals; and it is safe to say that the instances of erroneous findings, resulting in injustice to the accused, have been most rare.

But notwithstanding the substantial public good that has undoubtedly been accomplished by means of these statutes, and the exceeding unlikelihood that they will ever be applied in other than a proper and conservative way, they are, in my judgment, deficient in one important respect. It has become in my mind a grave question whether any executive officer should be burdened with the responsibility of exercising a power so arbitrary, and involving consequences so serious to citizens, without some provision being made for a review of his action by a judicial tribunal. In their administration, cases frequently arise involving questions which are close and difficult to determine, and the feeling that in such the decision of the Postmaster-General was open to review by a court of the United States would be a source of much relief to him and to the Assistant Attorney-General acting under him. The decisions of the courts in those cases in which appeals were taken would, moreover, afford to those officers judicial interpretations of these statutes, which would be highly useful to them in dealing with similar cases.

It is obviously impossible for the Postmaster-General, who is the responsible officer under the laws in question, to examine these cases in detail, and he must, therefore, very largely rest his decision upon the recommendation of the Assistant Attorney-General. Thus, in most cases, the recommendation of the latter officer is conclusive of the matter.

Of course, it is to be assumed that the authority lodged in the Postmaster-General by these acts of Congress will never, in any case, be intentionally misapplied or abused. But universal experience has shown that even the most wise and just judges may and do occasionally err; and provision is therefore made by all enlightened governments under which convicted persons and unsuccessful litigants may appeal their causes from courts of primary or original to others of superior or appellate jurisdiction, where the errors of the lower court in respect of the matter, if any there have been, may be corrected, and exact justice done. And if judges and courts of law, with all their elaborate machinery devised for the ascertainment of the truth, are liable to erroneous decisions, how much greater is the likelihood that an executive or advisory officer, charged with a variety of other and exacting functions, and with imperfect means of discovering the facts, may reach mistaken conclusions in intricate cases?

It is to be remembered that no authority is conferred upon the Postmaster-General in the consideration of cases of this character to compel the attendance of witnesses or the production of papers. To these, it seems to me, accused persons or concerns are of right entitled; and besides, they are highly important in many instances in ascertaining the truth or falsity of the allegations made against them.

It is my belief, founded in an experience in the administration of these statutes covering a number of years, that provision should be made by law for summary appeal from the action of the Postmaster-General in issuing fraud orders or refusing to admit matter to the mails under their authority, either to the supreme court of the District of Columbia or the circuit court of the United States within the jurisdiction of which the appellant resides. It is thought that it would not be necessary to provide for the carrying of such appeals beyond the

United States circuit court of appeals; though final appeal should lie to this court for the purpose of maintaining a uniformity of the decisions. The law should further provide for a speedy hearing of such appeals.

The Postmaster-General should also have the power to certify to the supreme court of the District of Columbia, or to any circuit court of the United States, any case depending upon these statutes, for decision; for this would be frequently desirable.

It should be further provided that in the hearing of such appeals the court shall not be confined to the ordinary rules of legal evidence, but may receive and consider any facts, evidence or arguments that may in its judgment be of advantage to it in reaching a decision in the matter.

Later on, and after more mature reflection upon this subject, I may deem it wise to prepare a bill embodying provisions of the character herein suggested, and place the same before you for your consideration, with the recommendation that if the same shall meet with your approval, it be transmitted to Congress with a request for its enactment into law. Such a bill should be drawn with great care and deliberation, lest it defeat the original purpose of the lottery and fraud statutes, and so as not to involve protracted and unsatisfactory litigation. I believe that it could be so drawn as to accomplish the desired purposes without being open to those objections; and I hereby reserve the right to draft such a bill hereafter and present it to you for your consideration.

It seems to me that an enactment embodying the features above suggested would fully safeguard the privilege of the citizen to use the mails in a proper and legitimate way, while continuing in the Postmaster-General the authority to exclude from the mails fraudulent matter and matter relating to lottery enterprises.

The drafting of contracts, the examination of contracts, leases, etc., and the general correspondence of the office, which of necessity is quite voluminous, go to make up the sum total of its work. The nature of these of course is such that it would be impracticable to keep an accurate record of their number or volume, as the case might be, even if that were desirable.

In several previous annual reports of this office the recommendation has been made that a sum be appropriated by Congress sufficient for the publication of the opinions of the Assistant Attorneys-General for the Post-Office Department. The office was created by the act of June 8, 1872, and during the period that has since intervened opinions have been rendered on a vast variety of questions and subjects connected with postal administration. These opinions, however, are strewn through an enormous collection of letter books, and although they would be highly valuable for purposes of reference and as establishing precedents, in the consideration of similar matters, they are practically inaccessible. The desirability of editing and publishing these ought to be self-evident. In printed form they would prove of inestimable value, not only to the Department itself, but also to attorneys and others on the outside who have frequent occasion to ascertain the established precedents in various matters of administrative policy and practice, and which are only to be found in these opinions. Cases are constantly arising which embrace questions that have been previously examined and passed upon in the form of written opinions,

but those opinions are almost as useless, even to the office itself, as if the subjects to which they relate had never been under consideration. There is no reason why the importance of this matter should not be recognized and proper provision made therefor. Knowing, however, that these general views when incorporated in a report of this kind have but little effect, except to call the attention of departmental officials to them, I will probably hereafter take up the subject in more specific form, and consult you as to the propriety of bringing it closely to the attention of the proper committees of the two Houses of Congress.

Very respectfully,

JAS. N. TYNER,

Assistant Attorney-General for the Post-Office Department.

The POSTMASTER-GENERAL.

APPENDIX.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1901, to June 30, 1902.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Ablene, Ga.	J. F. McKenzie.	Burglary	\$2.58	\$1.50					
Ackerson, Mich.	D. E. Gillett.	do	1.37	1.37		\$2.58	\$1.37		Disallowed; no proof of loss.
Adairville, Ky.	I. G. Mason.	do	(a)	(a)	\$55.58	299.20	48.50	\$55.58	
Adams, Kans.	C. Wuench.	Fire	18.13	(a)			70.50		Disallowed; negligence of postmaster.
Afton, Iowa	H. E. Bollinger.	Burglary	1.50	22.18		1.50	23.08		
Agency, Iowa	G. L. Nye.	do	1.50	(a)			179.06		
Agular, Colo.	F. Rustedt.	Fire	156.11	86.96		156.11	36.96		Disallowed; no proof of burglary.
Albert City, Iowa	G. R. Anderson.	Burglary			41.83				Disallowed; negligence of postmaster.
Albertha, Ark.	W. S. Choate.	do		7.13					
Aldine, Tex.	C. A. Anderson.	do		86.96	68.00		36.98		Disallowed; remittance not made in compliance with instructions.
Aldrich, Mo.	J. Strain.	Fire							
Alliquippa, Pa.	J. W. Hall.	In transit.							Disallowed; negligence of postmaster.
Allens Creek, Va.	E. D. Major.	Fire		20.00			22.58		
Alliance, Miss.	T. J. Graham.	Burglary	49.29	23.06	14.03	49.29	208.81	14.03	
Alloway, N. J.	R. W. Batten.	do	76.15	203.81	48.40				Do.
Almagro, Va.	M. E. Smith.	do		269.36					
Almo, Pa.	J. E. Wright.	do	(a)	(a)			6.87		
Alpha, Md.	T. J. Hood.	Fire		53			33		
Alpius, N. Y.	J. Hanigan.	Burglary		82.96			62.96		
Altair, Tex.	R. Engelhardt.	do	6.17	106.23			106.23		
Alvord, Iowa.	F. J. Wamett.	do	6.30	6.70		6.87	1.23		
Alvord, Tex.	H. L. Sands.	do		547.81		6.80	547.39		
Ambrrose, Ohio	L. Burxon.	Fire	5.06	14.69			10.49		Do.
Amery, Wis.	J. G. Burman.	Burglary		12.43	.83				
Amity, Ind.	S. Hardin.	Fire		(a)			42.42		
Amos, Mo.	C. A. Nickerson.	Burglary		36.74			35.74		
Anchor, Tex.	G. W. Ritchey.	Storn		(a)			7.18		
Andersonville, Tenn.	J. A. Carden.	Storn		19.00			119.09		Disallowed; no proof of loss.
Angleton, Tex.	A. H. Du Mars.	Storn							
Angola, Ind.	A. W. Carver.	Burglary	5.51	146.51					Disallowed; negligence of postmaster.
Annapolis, Md.	F. G. Hinton.	Fire		19.35			19.35		
Anthony, Tex.	J. F. Reed.	do		51.85	(a)		52.29		
Applegate, Md.	C. H. White.	do				23.45	24.04		
Arbutus, W. Va.	E. Conley.	Robbery	69.52						Withdrawn; no loss occurred.
Arcadia, Mo.	E. Tual.	Burglary		2.58			19.71		
Archer, Ohio.	J. E. Tuomas.	Fire		15.81					Disallowed; negligence of postmaster.
Arcade, Iowa.	J. M. Cauliff.	Burglary		67.18					Disallowed; no proof of burglary.
Argenti, Oreg.	J. L. S. Rossell.	do		12.88					

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1901, to June 30, 1902—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Billings, Mo.	C. E. Purdy	Fire	\$84.95	\$151.23			\$151.23		
Binnsville, Miss.	J. A. Byrd	Burglary			\$113.54	\$30.25		\$20.54	
Bishop Head, Md.	F. E. Ruark	Fire		(a)	2.15	7.00	55.16	2.15	Disallowed; negligence of postmaster.
Bison, Kans.	S. Rothweiler	Burglary	7.00	13.96			13.96		Do.
Blackfox, Tenn.	I. Lacy	do	1.97						
Blackrock, Ark.	C. M. Lehman	do		46.99					
do	do	do		346.83			104.91		
Blackton, Ark.	J. L. Meacham	Burglary			67.65			49.65	
Blaine, Me.	G. W. Young	Fire		58.08			56.08		
Blaine, Wis.	L. D. Scott	do		(a)			12.90		
Blanton, Ga.	H. G. Zaigler	Burglary		10.29					
Blossburg, Pa.	F. I. Jones	In transit	113.51						
Bluffdale, Tex.	J. T. Williams	Burglary			69.78			69.78	
Bluffport, Mo.	G. A. Miller	Fire		(a)			96.41		Do.
Boaz, W. Va.	H. M. Bookman	Burglary		28.81			28.61		Dismissed; money recovered.
Bogard, Mo.	L. Bartlett	do	35.28		34.44	35.28		34.44	
Boling, Kans.	R. L. Seymour	Fire		(a)			38.85		
Bolton, Miss.	S. McAlpin	Burglary	19.11	89.91	39.61		98		Disallowed; negligence of postmaster.
Boone, Colo.	J. Neun	do			255.00			255.00	
Boonville, Cal.	T. E. Rawles	In transit		1.43		128.00		147.22	
Bosburg, Wash.	J. H. Bergh	Burglary	128.00		147.22				
Bowling Green, Ky.	E. U. Fordyce	do	586.28	3,765.41	107.63				Disallowed; no satisfactory proof of loss.
Braddyville, Iowa	C. C. White	Fire		12.10			12.10		
Bradley, Ill.	E. C. Schumacher	Burglary	20.36	49.15	45.01	20.36	49.15	45.01	
Bradner, Ohio	H. A. Huffman	do	276.44		44.76	275.44		44.78	
Brandt, Pa.	H. O. Peck	do	3.00						Disallowed; negligence of postmaster.
Brandford, Conn.	H. G. Lindsey	do	32.90						Do.
Breedville, Mich.	C. G. Chamberlain	do	14.97			14.97			
Brevard, N. C.	G. W. Young	do	15.33						
Brighton, N. Y.	C. P. Barnes	do	102.34						
Brightsnade, Ky.	J. H. Mannan	do		5.00		32.96	55.37	30.82	Disallowed; no satisfactory proof of loss.
Brinson, Ga.	R. P. Ash	In transit			(a)				Disallowed; negligence of postmaster.
Bristol, Ga.	J. L. Lighsey	Fire		41.73	61.00				
Bristol, Ind.	L. J. Greenan	Burglary	40.95	409.20		3.30	38.03		
Broadbrook, Conn.	E. M. O'Connell	do	10.73		218.88	36.42	406.39	107.88	
Brockton, N. Y.	G. R. Pettit	do	16.44		8.71	10.73		1.60	
Brooklyn, Me.	T. C. Stanley	do	61.72	10.26	62.84	16.44		8.71	
Brownell, Kans.	C. M. Anderson	In transit	20.70			51.72	10.26	62.84	Dismissed; money recovered.
Brownville, Me.	C. H. Dunning	Burglary	23.21	233.21	96.63	52.59	233.21	78.63	Disallowed; no satisfactory proof of amount stolen.
Brugs Mill, Va.	E. Brugh	do	17.43	7.14					Dismissed; money recovered.
Brun, Ky.	E. C. King	In transit	1.45						

Brunlow, Tex.	F. A. Raybon	Burglary	23.08	15.00	25.15	20.80	7.36	Disallowed; negligence of postmaster.
Brunner, Tex.	R. L. Archer	do	28.06	26.40	25.15			
Brushy Creek, Tex.	L. B. Elrod	do	20.79				25.15	
Buckhorn, Tex.	J. B. Addison	Storm		6.78				Disallowed; no satisfactory proof of loss.
Buckskin, Ind.	H. Buskuhl	Burglary	44.97	44.97			69.05	Disallowed; negligence of postmaster.
Bu-falo, Minn.	F. B. Lamson	Fire	69.05	(a)			24.93	
Bu-falo, Ky.	E. G. Cook	do		18.01			18.01	
Bullard, Tex.	B. A. Long	do			105.00		75.02	
Burkett, Tex.	J. C. Cochran	In transit						Do.
Burleson, Tex.	W. P. Lacey	Fire		75.02				
Burlingame, Cal.	G. W. Gates	Burglary	3.56	165.89			164.28	
Buttonwoods, R. I.	C. G. Blair	Fire		4.00			4.00	
Byron Hot Springs, Cal.	L. R. Mead	do		(a)	2.64		25.03	
Cabo, Tenn.	J. H. McEairl	do		42.44	55.55		3.00	Do.
Calaveras, Tex.	M. Johnson	Burglary	9.00	3.00	5.00		65.83	Disallowed; no proof of loss.
Caldwell, W. Va.	J. H. Gross	Fire		(a)			14.56	
Caldwell Institute, N. C.	B. A. Teasley	In transit			28.05	52.00		Disallowed; negligence of postmaster.
Calhoun, Ga.	S. M. Davis, Jr.	Fire		(a)				Disallowed; no satisfactory proof of loss.
Caloma, Iowa	C. D. Gustin	do	15.10					Disallowed; no satisfactory proof of loss.
Camden, Mich.	J. C. Bradley	Burglary	52.00					
Cameron, Ind. T.	J. T. Comer	do		(a)				
Cameron, N. H.	W. H. Davidson	Fire	4.20				57.01	
Campton, N. H.	C. W. Malley	Burglary		(a)				
Canal, Louisville, Ohio.	H. W. Henderson	Fire						
Caneyville, Ky.	U. G. Bond	do		7.00			33.80	
Cannonsburg, Miss.	T. J. Chamberlain	do	5.00	28.00	11.48		262.32	18.02
Cape May, N. J.	W. S. Leaming	Burglary	27.25	262.32	18.02		9.84	2.50
Carlyle, Kans.	C. E. Adams	do	18.06		2.50		35.83	
Carson, Wash.	L. T. Smith	Fire		10.00			27.66	
Carter, Okla.	J. P. Nowlin	do		32.00			103.55	
Cartersville, Iowa.	A. R. Weaver	do		33.90				Disallowed; no proof of loss.
Carver, Mass.	A. J. Vaughan	do		8.70				Disallowed; negligence of assistant postmaster in charge.
Cass Lake, Minn.	F. W. Smith	do		73.55	8.49			
Caton, Ohio.	E. E. Harrington	Burglary	10.94	56.77				
Cecil, Wis.	J. A. Freeborn	do		37.67			33.82	
Cedar, Minn.	P. J. Elin	Fire		1.83			8.85	
Cedar Bluffs, Nebr.	G. Jung	Burglary		7.52			7.52	
Cedar Grove, N. J.	E. E. Taylor	do		23.95				
Centerburg, Ohio.	C. E. Bishop	do	117.61	331.77	116.50		331.77	8.84
Center Sandwich, N. H.	C. V. Webster	do	36.59	8.12	29.84		36.61	62.56
Centerville Station, N. Y.	M. E. Minin	do		94.15	62.56		94.15	
Central, S. C.	T. L. Brock	do	2.05	92.05	2.05			
Coal Valley, Ala.	C. A. Eklman	do	8.60	16.50			92.05	
Chamblee, Ga.	C. E. Hopkins	Storm		2.91	1.10		13.00	
Charley, Cal.	W. A. Boudie	Burglary		20.36			2.91	
Chatt, Pa.	B. F. Mahan	do	6.15					Disallowed; no proof of amount stolen.
Chattfield, Tex.	M. I. Edwards	do	1.65		6.05		1.65	
Chatham, N. J.	E. F. Ferris	do	25.04	38.56	25.04		38.56	

a Unknown.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1901, to June 30, 1902—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Chatham, Pa.	J. B. Sharp.	Larceny		\$2.50	\$20.92				Disallowed; negligence of postmaster.
Cherry Ridge, La.	W. E. Davis	Burglary							Do.
Chelsea, Wis.	A. C. Young	do		10.73					Do.
Chesson, Ala.	J. G. Crossley	Fire		7.03					Disallowed; no loss shown.
Chesler, N. Y.	G. R. Vall	Burglary	\$67.94	531.76	76.44	\$62.74	\$31.76	\$76.44	Disallowed; negligence of postmaster.
Chester Depot, Vt.	L. S. Richardson	do		35.51	9.85				
Chesterfield, Ala.	W. D. Estes	Fire		(a)			40.75		
Chestnut, Ill.	W. H. Kirby	Burglary	6.10	211.46		6.10	209.83		
Chestnut, Pa.	C. H. Perry	do	25.00	42.30			42.30		
Chicago, Ill.	F. E. Coyne	do	74,610.00				74,610.00		
Chicopee, Mass.	A. Grant	In transit		(a)	103.00		4.41	103.00	
Chief, Tex.	G. M. Mathis	Fire		609.38	184.85	68.48	38.89	144.85	
Childress, Tex.	F. Housels	Burglary	68.48	(a)			21.52		Do.
Childress, Va.	S. G. Palmer	Fire		6.29					
do.	do	Burglary	4.00						
Chillicothe, Mo.	B. F. Beazell	do			665.00			665.00	
China Grove, N. C.	L. E. Sturewalt	do	205.50	221.63	75.27	205.50	221.63	75.27	
Chita, Tex.	W. J. Dwire	Fire		(a)			69.00		Do.
Choccoloco, Ala.	H. I. Tumlin	Burglary		52.13					
Christiansburg, Ohio	A. E. Lefel	do	1.25						
Chuckey City, Tenn.	C. K. Renine	do	42.31						
Cimarron, N. Mex.	F. O. Crocker	Fire		(a)	38.09	42.31		2.00	
Clare, Ga.	J. L. Hook	do					300.04		
Claremore, Ind. T.	E. S. Bessey	Burglary	195.82	43.93	50.35	179.62	43.93	50.35	Disallowed; no evidence of remittance.
Clardon, Ohio	W. B. Bruce	In transit	14.52						
Clarksville, Md.	W. C. Dorsey	Fire		(a)					
Clay, La.	A. C. Causey	Burglary		14.94			6.69		
Claypool, Ky.	W. L. Willoughby	Fire		(a)			14.50		
Clifton, Idaho	J. Sant	Fire		55.15			34.22		
Climax, Kans.	J. A. Jones	Burglary		87.85			55.15		
Clio, Mo.	J. A. Jones	do		26.76			87.85		
Cloverport, Ky.	J. H. Rowland	Fire		(a)			26.74		
Cloverland, Ind.	J. T. Miller	Burglary		(a)			82.28		Disallowed; no proof of amount lost.
Clovis, Iowa	B. G. Hearn	Fire		(a)			9.39		
Coeburn, Va.	J. L. Lutz	Burglary		223.68	188.79				Disallowed; no satisfactory proof of loss.
Cognac, N. C.	H. O. Riggan	do	30.64						Disallowed; negligence of postmaster.
Colby, Wis.	M. H. Dally	do	4.21	246.66	19.29	133.87	249.66	19.29	
Coldwater, Miss.	W. La Croix	do	251.95	178.35	208.41	251.80	178.50	208.05	
Collax, La.	M. Manthey	do	170.00		154.41	170.00		154.41	
College, Wis.	W. T. Johnson	Fire	2.60	51.00		1.82	47.88		
Collegepark, Ga.	F. B. Wilson	Burglary			4.06				Disallowed; no satisfactory proof of loss.
Collier, Ga.		do	1.86					4.06	

Columbia Furnace, Va.	W. S. Irvin	do	1.42	70.89	51.71	7.06	70.89	50.98	Withdrawn.
Comstock, N. Y.	O. D. Burtis	do	18.59	7.70			6.00		
Commercial Point, Ohio	S. C. Helmick	do		82.89			33.19		
Conley, Ga.	H. D. Moore	do		2.96			1.58		
Convenience, Ark.	C. C. Gray	Mice		(a)			14.11		
Cooper, Ohio	F. U. O'Brien	Burglary	26.10	87.27	20.07	26.10	264.78	20.07	Disallowed; negligence of postmaster
Coral, Mich.	T. V. Griffith	do							
Corkville, Ala.	G. W. Dougherty	do	64.41	4.86	48.84	64.41	4.89	48.84	
Corvallis, Mont.	H. S. Davis	do	84.59	82.27	2.84	84.56	31.95	2.34	
Council, Kans.	P. S. Henderlite	do		2.02			2.02		
Council, Idaho	W. C. Bland	Fire		7.74			7.64		
Couchman, Tex.	A. J. H. Lewis	do		12.00					Do.
Crails, Ky.	J. A. Williams	do		118.74					Do.
Cramer, Pa.	J. Cramer	Burglary		(a)		6.75	56.10		
Crane, Mo.	J. A. Williams	do							
Craycraft, Ky.	G. J. Hurt	Fire	6.37	7.44			9.40		
Cretcher, Mo.	W. J. Maloney	Burglary		84			84		
Critz, Miss.	J. M. Clower	Mice	33.79	5.32	45.39	39.64	4.77	45.39	Dismissed; stolen stamps recovered.
Crookston, Pa.	H. Bodier	Fire		80.33			34.28		
Crosshill, S. C.	R. G. Crisp	Burglary		122.02			117.84		
Crookston, Ohio	C. T. Farmer	do		428.35	72.53	22.09	428.35	72.53	
Crownpoint, N. Y.	T. N. Steward	Fire		13.64			7.43		
Cumberland Mills, Me	A. Burnell	Burglary	22.09	483.28	471.17	217.08	495.28	471.17	
Cuscuta, Ala.	S. O. Faulk	do		13.60			1.60		
Cypress Inn, Tenn	W. Reeson	Mice	217.09	483.28			495.28		
Daguer, Minn., Pa	A. O. Faulk	Burglary		217.08			123.26		
Dale, Ill.	S. R. Hallam	Fire	6.00	123.95	81.82	114.11	123.95	61.89	
Dallas, Ga.	S. Guden	Burglary	11.11	123.95			123.95		
Dallas Center, Iowa	G. H. Loring	Fire	1.50	78.70			18.19		
Danville, Va.	M. Campbell	Fire		19.27			19.27		
Darby, Mo.	M. Campbell	Burglary		(a)			11.85		
Darby, Ill.	J. G. Ward	Fire	3.87	13.45			13.73		Disallowed; negligence of postmaster.
Dart, Mo.	W. A. Houston	do	12.93	(a)			58.04		
Dartmouth, River, N. C	L. B. Leebetter	Fire		(a)	(a)	12.21	23.81	58.80	
Dartmouth, Mich	O. H. Williams	do		(a)			5.38		No loss of stamps shown.
Deane, Ky.	T. M. Meade	Burglary	33.40	7.76	33.70	25.42	23.30	33.70	
Deaumont, Mich	T. T. Woods	Fire		4.12			4.12		
Debrue, N. Y.	J. A. Taylor	Mice		23.80			23.80		
Deer Creek, Ind	J. M. Gruninger	do	13.60	9.00					
Deerfield, Ill	J. H. Fritsch	Burglary	32.82	70.63	60.00	32.82	67.96	62.45	Disallowed; negligence of postmaster.
Delaney, Pa.	E. Wilkison	do	9.92	80	52.45				
Del Rey Cal	J. R. Fullerton	do							
Delta, Ala.	J. R. Fullerton	Fire	12.83	33.42	6.25				Do.
Denton, Pa.	D. D. Nein	Burglary	(a)		(a)		29.90	15.95	Do.
Denton, Nebr	E. B. Slawson	Fire	3.92	(a)	21.72	3.92	150.39	15.95	
Desare, Mo.	F. R. Raney	do		(a)	.84		83.02	.51	
Desloge, Mo.	A. T. Spradling	do	(a)	20.76			132.87		
Detroit, Tenn	J. C. Vaughan, Jr	do		172.11			18.27		
Detroit City, Minn	E. D. Holmes	do					172.11		

a Unknown.

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1901, to June 30, 1902—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Dew, Tex.	D. K. Compton.	Burglary		(a)					Disallowed; negligence of postmaster.
Dexter, Mo.	T. J. Ulen.	Fire		\$316.65			\$248.53		
Diboll, Tex.	W. Walker.	do		(a)			108.99		
Dickson, N. Dak.	C. A. Searle.	In transit			\$67.00				Do.
Dickson, Tenn.	A. L. Scott.	Burglary	\$28.11	1,574.01	50.50	\$28.11	1,573.73	\$50.50	
Dix, Nebr.	G. F. Wilkinson.	do	18.92	67.68		18.92	67.68		
Dodge, Cal.	M. Dodge.	Fire		(a)			20.68		
Dodge, Tex.	W. D. Brittain.	do				15.55	99.37		
Dolphin, Va.	C. H. Perkinson.	do	10.00	33.30		1.44	32.13		
Donalds, S. C.	J. C. Hodges.	Burglary	(a)	85.00	37.59	28.28	85.37	37.59	
Doon, Iowa.	J. B. Eilers.	do	113.56	69.33	20.73	113.56	69.33	20.73	Do.
Dorchester, Ga.	M. S. Nell.	do	19.50		24.15				
Dorrell, Ky.	E. D. Moesly.	Fire		4.55			4.55		
Dot, Wash.	F. Copenhaver.	In transit	3.00			3.00			
Douglas, Mass.	A. J. Dudley.	Burglary	1.80	5.63		1.80	5.63		Do.
Dover, Del.	J. W. Casson.	In transit		(a)	115.00				
Dover, Okla.	J. A. Northrup.	Fire	30.00				42.00		Do.
Dowelltown, Tenn.	B. W. Robinson.	Burglary	15.89		1.01				
Draco, N. C.	M. Brown.	do		(a)			32.42		
Dresden, N. Y.	C. A. Dalns.	Fire		(a)		48.94	359.33	94.05	
Duewest, S. C.	S. E. Martin.	Burglary	108.15	352.75	94.07	135.09	327.18		Disallowed; no satisfactory proof of loss.
Dufau, Tex.	M. A. Hearn.	In transit			5.00				
Duluth, Ga.	W. F. Herrington.	Fire		176.55			159.22		
Dumont, Iowa.	L. J. Mulkins.	do		58.57			38.91		
Dunbar, Nebr.	H. J. Cooper.	Burglary		4.33					Disallowed; negligence of postmaster.
Duncansville, Pa.	D. W. Confer.	do		142.19	35.46		142.19		
Dunhams Basin, N. Y.	J. W. Donahue.	Fire	9.55			6.34			
Dupre, Miss.	W. L. Carney.	do		(a)			1.41		
Duquesne, Pa.	J. Bickerton.	Burglary	135.20	2,213.66	201.98		2,213.66	201.98	Disallowed; money and stamps recovered.
Dusty, Oreg.	F. A. Perin.	do	6.00	38.93					
Duval, Tex.	I. Blatt.	Fire		2.96			2.96		
Eagle, Mich.	E. C. McCrumb.	Burglary	29.98		25.06	29.98		25.06	
Earham, Iowa.	E. M. Croswait.	Fire		(a)			2.36		
East Knox, Me.	M. W. Sweet.	do		(a)			26.30		
East Machias, Me.	H. M. Gardner.	Burglary	28.62	213.50	3.12	27.62	214.50	.75	
Easton, Kans.	R. A. Kelsey.	Fire		(a)			33.98		
East Palmyra, N. Y.	A. Ziegler.	Burglary		5.62			5.49		
East Setauket, N. Y.	W. W. Howell.	do	177.56	244.17	206.23	177.56	241.73	16.23	
East Spokane, Wash.	J. H. Harper.	do	3.00	87.86		3.00	87.36		
East Whately, Mass.	J. A. Wood.	Fire		(a)			11.75		
Eastwood, Minn.	A. C. McIntyre.	do		(a)			20.55		
Eckley, Colo.	F. F. Griffin.	do	16.71			16.71			

H. G. Maclean	do	37.57	37.57	Do.	Disallowed; negligence of postmaster.
H. B. Barnes	Burglary	59.56	59.56	Do.	Do.
F. H. Miller	do	1.00	24.00	147.89	
F. L. Miller	do	60.80	147.90	31.49	
E. Dale	do	60.80	31.49	248.17	
E. H. Payne	do	71.35	71.35	17.10	
J. K. Train	Fire	4.50	680.79	4.50	
A. W. Leasure	Burglary	25.72	30.62	14.57	
T. E. Bullock	Fire	30.62	108.40	108.84	
J. H. Purden	Burglary	160.26	(a)	26.94	
W. L. Gray	Fire	472.42	168.45	477.11	
W. G. Robert	Burglary	276.82	(a)	34.71	
S. J. McKee	Fire	276.82	128.12	16.14	
E. L. McKee	Burglary	23.69	70.00	8.55	
F. R. Salmaker	Fire	23.69	70.00	106.17	
J. P. Detamore	In transit	23.69	70.00	20.87	
F. L. Holland	Fire	16.00	(a)	18.70	
T. J. James	do	16.00	(a)	71.27	
A. G. Trahan	do	16.00	(a)	18.10	
P. F. Moley	do	16.00	(a)	148.28	
E. T. Reid	Burglary	21.26	24.26	1.48	
E. J. McQuill	Flood	24.26	24.26	2.56	
W. S. Erwin	Fire	24.26	81.42	11.13	
W. M. Bright	Burglary	1.45	81.42	17.81	
do	do	126.06	140.60	31.42	
W. C. Grider	Mice	2.48	140.60	140.60	
G. J. Bryant	Burglary	1.24	313.78	313.78	
E. J. Stallard	do	11.13	320.00	319.98	
E. Craft	Fire	11.13	24.35	162.09	
A. E. Diver	Burglary	24.34	81.42	64.65	
C. McFadden	do	3.02	137.55	2.40	
P. B. Walter	do	313.78	98.00	106.47	
G. H. Wood	do	21.90	64.65	2.75	
C. Moore	do	106.47	28.59	278.57	
R. Cronwell	do	106.47	28.59	4.00	
W. T. Gott	do	106.47	28.59	8.56	
H. Schultz	In transit	12.75	278.57	47.11	
V. E. Humphrey	Burglary	1.74	278.57	7.85	
W. Fergus	Fire	4.00	4.00	17.85	
S. J. Ferguson	Burglary	15.98	4.00	24.48	
C. F. Mielke	do	51.20	42.16	8.64	
W. Costello	Robbery	34.00	7.85	181.76	
M. Trigg	Storm	7.85	(a)	88.61	
J. A. Vaughn	Fire	(a)	24.48	8.64	
J. M. Jeffries	do	3.64	79.12	181.76	
G. R. Hardesty	do	3.64	181.76	11.54	
N. C. Morrison	Burglary	79.12	181.76	2.60	
E. C. Hill	do	11.54	2.60		

Unknown.

REPORT OF THE POSTMASTER-GENERAL.

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Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Fishers Landing, N. Y.	C. Bretsch	Fire	\$4.00	\$10.74		\$4.00	\$10.74		
Fleming, Ga.	A. E. Clark	do		7.31					
Flint, Mich.	J. A. Button	Burglary	42.03	539.93		42.03	539.93		Dismissed; money recovered.
Flint, Iowa.	G. T. Wilson	In transit.		(a)	\$179.00		1.71	\$39.41	
Fogleman, Ark.	P. A. Barton	Fire	9.88		39.41	9.88			Dismissed; money and stamps recovered.
Folkston, Ga.	A. E. Robinson	Robbery		3.71					
Foolville, W. Va.	F. W. Owen	Burglary	1.02	(a)					
Fords Wharf, Md.	W. S. Durham	Fire		(a)		23.80	33.83		
Forest, Tex.	W. S. Durham	do		(a)			51.47		
Forest Hill, Pa.	J. M. Cromley	do		(a)			12.62		
Forest Lake, Minn.	A. P. Noyes	do							
Forestville, Ky.	T. J. Self	do	39.70		47.57	39.70		47.57	
Forestville, N. Y.	C. L. Dix	Burglary			44.79		3.86	44.79	
Fort Assiniboine, Mont.	W. B. Ferguson	do		3.86					
Fort Lamar, Ga.	M. E. Wilder	Fire	20.00		177.00	20.00	68.24	177.00	
Fort Morgan, Colo.	F. E. Baker	Burglary		68.78					
Fort Salonga, N. Y.	L. Smith	Fire			966.00		33.73	966.00	
Fort Wrangel, Alaska.	C. M. Earhart	In transit.		(a)			15.59		
Forward, Wis.	H. P. Hanson	Fire		21.10			47.40		
Footoria, Mich.	L. Dawson	do		(a)					
Frances, Ohio	P. J. Germann	do		33.86					
Frankford, S. Dak.	F. I. Sherer	Burglary	15.62	186.10	186.06	15.62	186.10	42.79	Dismissed; negligence of postmaster.
Frankford, S. Dak.	J. O. Brosseau	do		(a)			44.08		Dismissed; money recovered. The amounts not allowed should have been previously deposited.
Franklin Cross Roads, Ky.	J. T. Hill	Fire			20.00				
Franklinville, Md.	J. B. Bell	In transit.	374.46		174.13	190.65			
Frankton, Ind.	E. E. Daugherty	Burglary							
Freeman, Cal.	F. S. Raymond	Flood		(a)		4.70	66.39		
Freemansburg, W. Va.	C. N. Robinson	Fire		22.62			124.72		
Frio, Ala.	J. E. Folsom	Burglary		(a)			13.41	6.04	Dismissed; negligence of postmaster.
Frydek, Tex.	A. F. Wolter	Fire			6.04				
Fulda, Ohio	A. C. Archer	Burglary		141.57					
Fullen, W. Va.	L. S. Evans	do		1.74					
Gaines, Mo.	L. W. Atkins	Fire		(a)			1.74		
Gallier, Ga.	W. K. Jones	do		200.75			24.76		
Gallatin, Tenn.	S. Howarth	Burglary	39.27	106.21	106.21	39.29	200.75	7.21	
Gap Run, Va.	J. C. Ramey	Fire		20.03			20.03		
Garbers, Penn.	J. Jones	do		(a)			70.36		
Garrant, Ga.	B. Ellis	Burglary		20.00					
Garrison, Oreg.	R. S. Bradley	Fire	270.40	132.92			29.92		Dismissed; negligence of postmaster.
Garrison, Tex.	A. S. Rainbolt	Burglary		132.77	53.34	263.70	186.57	53.34	
Gale, Wash.	B. W. Starr	do		1.27					Do.

[illegible]

Unknown.

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Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Hagaman, Ill.	J. Robinson.	Burglary		\$77.50					
Do.	do.	do		29.17					Disallowed; negligence of postmaster.
Halcynsdale, Ga.	D. J. Woods.	Fire		(a)			\$82.88		
Halam, Nebr.	G. H. Ruhaac.	Burglary	\$6.00				24.64	\$31.86	Do.
Halo, Ohio.	A. F. Hoffman.	do		7.14					Do.
Harding, Ga.	W. D. Mathews.	do		11.46					Do.
Harg, Mo.	R. A. McHarg.	do		72.72					
Harlem, Ga.	E. L. McMullin.	do	12.03	144.68					
Harlow, Ga.	C. Lee.	do		3.67					Disallowed; no proof of loss.
Harrell, Ala.	W. B. Moore.	Fire		(a)			2.87		
Harris, Ala.	J. A. Grant.	do		21.21			18.21		
Harrisburg, Colo.	A. W. Wilson.	Burglary	13.75						Disallowed; negligence of postmaster.
Harrisburg, Pa.	E. J. Stackpole.	do		6.00					Do.
Harrison Station, Miss.	R. R. Martin.	In transit.							Disallowed; money recovered.
Harrisonville, Ohio.	L. L. Bradfield.	do							
Hartford, Ky.	J. A. Tomlinson.	Burglary	8.20	33.73		8.20	33.73		
Hartsville, Ala.	A. M. Phillips.	Fire		138.66			37.67		
Hartsville, Ind.	S. L. Sherrill.	do		3.09			3.09		
Hartshorne, Ind. T.	F. D. Ungles.	Burglary	15.01	32.56		14.41	32.56	76.20	
Hartsville, Ind.	G. W. Wright.	In transit.						68.00	
Harvey Mills, Va.	J. H. Jennings.	Fire		(a)			27.63		Do.
Havana, Ala.	W. T. Martin.	In transit.							
Hawes, Mich.	A. Savage.	Fire		(a)		7.67	23.92		
Hawk Run, Pa.	W. Morris.	Burglary			60.00				Disallowed; negligence of postmaster.
Hazard, Nebr.	E. Munn.	In transit.							Disallowed; money recovered.
Readiton, Ind. T.	C. H. Heald.	Fire	18.56						
Heath, Ala.	K. Heath.	do		184.30			76.06		
Heidelberg, Miss.	M. E. Wilkins.	do		(a)			6.32		
Belmontdale, Pa.	S. P. Helman.	Burglary		34.63			34.53		
Helwig, Mo.	E. G. Cropp.	do		3.16					
Hemlock, N. Y.	J. P. Coykendall.	Burglary	30.67	249.67	11.60				Disallowed; negligence of postmaster.
Henry, S. Dak.	G. F. Fuller.	do	40.00	39.77	37.08	40.00		37.08	Do.
Henry, Tenn.	W. L. Neal.	do	8.21	7.39	71.33	8.21	60.78	71.33	Do.
Hernandez, Cal.	F. M. Leonard.	Fire		(a)	50.96				Do.
Hickory, Ind. T.	J. H. E. Moorehead.	Larceny	8.38			18.87			
High Cliff, Wis.	H. W. Carter.	Burglary	18.87	72.56			72.56		
Highland, Ky.	S. B. Young.	do		20.06					Do.
Higwood, Conn.	W. H. Wood.	do		78.71			78.71		
Hilda, Va.	W. G. Leavelle.	Fire		17.93			16.06		
Hilliardsville, Ala.	J. W. Watford.	Burglary		2.84					Disallowed; no proof of burglary.
Hillsboro, Mass.	M. E. Putney.	Fire		(a)			14.29		
Hinsdale, Mont.	A. J. Weedum.	do					162.99		

	W. S. Davis	Burglary	10.45	204.17	58.37	10.45	204.17	3.37	\$50 should have been deposited previous to burglary.
Hoboken, Ga.	R. B. Crawford	do	31.50	204.17	.42	31.50	204.17	.42	
Hoboken, Pa.	J. C. Hoff	do	31.50	204.17	.42	31.50	204.17	.42	
Hoboken, N. J.	G. J. B. Keler	do	22.29	12.13	60.63	22.29	12.13	60.63	
Hoboken, Mo.	G. W. Quinn	Fire	5.96	(a)		5.96	37.69		
Hollyhill, Ky.	M. Wilson	do				2.52			
Holstein, Nebr.	G. W. Maxwell	In transit			30.00			30.00	
Holton, W. Va.	L. Haenbubler	Fire		7.56			7.56		
Honea, Kans.	J. Thomas	Burglary	5.73	(a)		5.83			
Honea, Tex.	W. H. Honea	Fire				1.00	61.88		
Honea, Tenn.	R. L. Howland	In transit	1.00			1.00			
Hoodoo, Tenn.	do	do					29.15		
Hookston, Miss.	D. C. Blanks	Fire		(a)			1.22		
Hopatcong, N. J.	G. A. Burkhardt	do			122.19	64.77		39.54	\$58 should have been deposited previous to burglary.
Hopkins, Mo.	L. N. Strawn	Burglary	65.77						
Horr, Mich.	J. H. Putnam	In transit	1.00			1.00			
Hoy, Ala.	G. B. Hamilton	Fire		(a)			5.94		
Huffman, Ala.	H. M. Stewart	Burglary	2.00			2.00	4.17		
Hugh, Va.	B. H. Dickerson	Fire	9.48	348.47			9.48		
Hull, Iowa.	B. H. Tاملین	Burglary	128.01		25.59	124.11	820.49	25.59	
Humboldt, Ill.	S. C. Ashbrook	do	205.08		109.60	208.06		109.60	
Huntsville, Tenn.	L. Jeffers	do	111.89		78.46				Disallowed; negligence of postmaster.
Hurley, S. Dak.	J. J. Mansfield	do	21.56	215.19	57.56	21.56	218.81	57.56	
Hurleyville, N. Y.	C. V. Tyler	Larceny		140.73			140.47		
Hutto, Tex.	J. B. Ross	Fire	8.06	40.00			40.00		
Hydriek, Ark.	M. Pitts	Burglary			20.96	8.06		20.96	Dismisssed; money refunded by postmaster at Little Rock, Ark.
do	do	In transit			54.00				
Iaeger, W. Va.	W. Patrick	Flood		(a)	20.00		89.31	53.06	
Indian Orchard, Mass.	J. F. Shea	In transit			88.00			88.00	
Ingleside, Ky.	V. Lindsey	Fire		(a)			12.94		
Ingram, Ala.	J. H. Kelly	do		1.93			1.93		
Islandbranch, W. Va.	H. E. Robinson	do		(a)			8.12		
Islandgrove, Fla.	W. Evans	Burglary		.15	3.00		.15	3.00	
Iuka, S. C.	L. H. Ryland	Fire		(a)			90.85		
Iuka, Tex.	W. T. Morton	do		(a)		12.00	32.51		
Itabena, Miss.	E. Morris	Burglary	81.00		16.37				Disallowed; negligence of postmaster. Dismisssed; money recovered.
Ivoton, Ark.	J. M. Brooks	In transit	6.00						
Jacksonville, Cal.	E. T. Booker	Fire	73.23	(a)			35.80		
Jacksonville, N. Y.	E. S. Johnson	Burglary	180.00	61.50	1.44	73.23	61.50	1.44	
Jasper, Tex.	M. J. Patten	Fire	2.00	(a)	169.00	126.73	243.27	169.00	
Jackson, S. Dak.	M. Ryan, Jr.	Burglary	1.00	12.28			12.28		
Jenkinsville, S. C.	M. A. Chappell	do							Disallowed; negligence of postmaster. Dismisssed; money recovered.
Jennings, Kans.	G. Jennings	In transit			13.86				
Jewett, Wis.	W. Shook	Fire	17.48				37.62		
Jolly, Tex.	G. Lavelle	Burglary	5.80	41.96					
Jonesboro, Miss.	D. W. Riche	Fire					68.61		
Jonesville, S. C.	R. A. Whitlock	Burglary	50.63	60.15	19.32	50.63	57.75	19.32	

a Unknown.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1901, to June 30, 1902—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Johnson, Ark.	L. Johnson	Burglary	\$62.57	\$55.00	\$62.52	\$62.57	\$55.00	\$62.52	Disallowed; negligence of postmaster.
Johnstonville, Ga.	J. B. Fleming	do.		26.40					
Johnsview, Tex.	J. Z. Martin	Fire		3.37			3.37		
Joshua, Tex.	C. C. West	do.		7.50			266.38	5.75	
Junction City, Ohio	H. A. Hanle	Burglary	3.00		5.75	3.00	46.85	83.21	
Judds Corners, Mich	A. Reed	Fire		2.35		2.46			
Judson, Ga.	C. E. Blaylock	do.		2.35			79.96	98.21	
Kahoka, Mo.	J. L. Greenlee	Burglary	12.61	79.96	98.21	12.61	79.96	98.21	
Kaas, Ill.	I. E. Close	do.	173.67	538.08	(a)	173.67	538.08	233.55	
Kelllogg, Minn.	W. H. Tobias	do.	6.75	9.59		5.75	7.49		
Keltner, Ky.	G. A. Keltner	Fire		(a)			17.26		Do.
Kempston, Pa.	W. Bachman	Burglary	32.95	63.26		33.27	35.18	88.93	Disallowed; no proof of burglary.
Kendall, N. Y.	C. E. Spring	Fire	43.64	44.70					Disallowed; negligence of postmaster.
Kenneth, Ind	M. J. Becker	Burglary	92.21						Do.
Keokuk, Iowa	A. Buck	do.	129.08						Disallowed; negligence of postmaster.
Kern, Cal.	J. Lemasters	do.	25.80						Withdrawn; stamps recovered.
Kille, Tenn	A. Kille	Larceny	28.45	592.23	147.08	129.08	592.23	147.08	
Kimberly, Wis	I. E. McHugh	Burglary		54.08		28.45	54.03		
Kindred, N. Dak	R. Evingson	Fire		102.50			101.50		
Kings, Utah	J. Mathews	Burglary		27.80					
Kingwood, W. Va.	W. H. Mordock	do.	41.60	45.81		41.60	45.81		
Kinsey, Ohio	W. N. Kinney	do.		11.99			54.50		
Kiowa, Ind. T.	C. L. Collard	Fire		(a)					
Kirk, Colo.	R. K. Kline	In transit	27.59		57.00				Disallowed; money recovered.
Kings Ferry, Fla	R. E. Robinson	do.			54.18				Do.
Kirkland, Wash	E. A. Brooks	Larceny							Disallowed; negligence of postmaster.
Klondike, Iowa	J. Tobiasson	Burglary	3.77	6.07					Do.
Knob, Cal	A. J. Van Matre	Fire	181.94	785.24	(a)	117.20	727.24	800.27	
Konstad, S. Dak	C. S. Sundberg	Burglary		38.11			88.11		
Kragens, Minn	J. J. Olmes	do.		(a)			26.24		
Kruger, Wis	D. Benz	Fire		26.36					
Krumville, Pa	W. P. Krum	Larceny		35.98					
Laclede, Mo.	A. J. Cswwood	Burglary	19.44	155.98		19.44	148.99		Withdrawn; no loss occurred.
Lacona, N. Y.	J. J. Hollis	Larceny		47.00					Disallowed; negligence of postmaster.
Lacrew, Iowa.	I. M. Wilkerson	Fire		53.82	85.18		53.82	85.18	
Ladon, Mo	F. S. Clippard	Burglary	2.11	3.64	(a)	1.47	31.23		Disallowed; no proof of loss.
Ladon, Ga.	M. E. Johnson	Fire		23.58					Disallowed; negligence of postmaster.
Lafayette, Fla	T. A. Johnson	do.		(a)		10.58	57.70		
Lake Bird, Fla	W. L. Blanton	In transit		175.00					
Lake City, Fla	R. E. Raulerson	Burglary	235.00	143.06		235.00	142.94	32.71	
Lakehurst, N. J.	D. A. Noyes	do.	135.46		103.82	135.46		103.82	
Lakepark, Minn	F. B. Hgley	do.							

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a Unknown.

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1901, to June 30, 1902—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Lonestree, Mo.	H. G. Hopkinson.	Burglary	\$1.90	(a)	.....	\$1.90	\$16.59	.....	Disallowed; negligence of postmaster.
Lorens, Tex.	J. R. Frost.	In transit.	.....	.....	\$184.00	.....	.....	\$184.00	Do.
Lorenz, W. Va.	J. F. Iams.	Burglary	1.97	.....	88.72	.....	.....	.....	Disallowed; no satisfactory proof of burglary.
Los Alamitos, Cal.	D. J. Parker.	Burglary	115.63	.....	66.58	.....	34.05	.....	Disallowed; negligence of postmaster.
Lochs, Pa.	I. F. Cox.	Fire	.....	(a)	.....	.....	.....	.....	Do.
Lot, Ky.	F. W. Hendrickson.	Burglary	.....	.....	53.09	135.05	.....	53.09	Disallowed; negligence of postmaster.
Loveland, Colo.	D. James.	do	135.05	\$17.08	.....	.....	.....	.....	Do.
Love, Ark.	C. M. Gravenmier.	do	.....	11.10	.....	.....	.....	.....	Do.
Lucas, Iowa.	J. D. Knotts.	do	110.15	.....	94.35	110.15	.....	75.33	Disallowed; negligence of postmaster.
Ludlowville, N. Y.	C. E. Wood.	do	27.87	127.86	.....	27.87	127.14	75.00	Do.
Luella, Ga.	J. T. Gibson.	do	14.12	.....	9.68	.....	31.53	.....	Do.
do	do	do	.....	31.53	.....	.....	.....	.....	Do.
Lufky, N. C.	A. F. McKenzie.	do	.....	30.30	.....	.....	80.30	.....	Disallowed; no proof of amount stolen.
Luzerne, Ky.	W. G. Duncan.	do	8.53	.....	.....	3.53	28.81	.....	Do.
Lydia, Minn.	F. A. C. Iida.	Fire	.....	(a)	.....	.....	13.68	.....	Disallowed; negligence of postmaster.
Lyons, Iowa.	W. D. Jacobson.	Burglary	57.26	13.89	.....	47.26	39.52	.....	Do.
Mabel, Ga.	L. W. Westervelt.	Fire	.....	39.52	.....	.....	2.64	.....	Do.
McCauley, Ark.	G. W. Cook.	Mice	.....	2.64	.....	.....	17.65	.....	Do.
Mace, Idaho.	W. T. Hooper.	Fire	.....	(a)	.....	.....	.....	.....	Disallowed; no proof of amount stolen.
Macedon, Ohio.	W. O. Slemmer.	Burglary	4.75	.....	25	.....	.....	.....	Do.
McCormick, Wash.	W. H. Henry.	do	2.00	17.40	.....	1.48	17.40	.....	Disallowed; negligence of postmaster.
McCoysville, Pa.	J. R. Henry.	Fire	10.00	46.99	.....	.....	8.03	.....	Do.
McGhee, Ark.	A. McGhee.	Burglary	5.00	50.00	.....	5.00	60.00	.....	Do.
McKenzie, Tenn.	W. Spelling.	do	52.05	18.69	72.51	44.83	32.13	72.51	Disallowed; negligence of postmaster.
McMullen, Va.	H. J. Taylor.	Fire	.....	(a)	.....	.....	.....	.....	Do.
Macon, Ga.	H. S. Edwards.	Burglary	9.21	.....	53.30	16.50	.....	20.83	Disallowed; negligence of postmaster.
Macon, Neb.	T. Moore.	do	16.50	.....	.....	.....	.....	.....	Do.
Malcom, Ky.	E. W. McDaniel.	Mice	.....	92	.....	.....	93	.....	Do.
Mangum, Okla.	W. C. Shadden.	Fire	6.46	4.41	.....	.....	190.99	.....	Do.
Manhattan, Pa.	J. C. Gilbert.	Burglary	9.25	17.61	.....	9.25	17.61	.....	Do.
Manila, Wash.	J. A. Fancher.	do	.....	(a)	.....	.....	2.95	.....	Do.
Manvel, Tex.	D. W. Lentz.	Storm	.....	16.16	.....	.....	.....	.....	Disallowed; negligence of postmaster.
Manysaka, Minn.	E. L. Everett.	Burglary	8.06	.....	129.20	.....	.....	129.20	Do.
Manzanola, Colo.	C. W. Williams.	do	.....	8.06	.....	.....	.....	.....	Do.
Maple Rapids, Mich.	N. H. Allen.	do	9.28	128.22	.....	9.28	128.22	.....	Disallowed; no proof of amount stolen.
Maple Valley, Wash.	W. D. Gibbon.	Robbery	10.31	.....	13.23	10.31	.....	13.23	Disallowed; stamps and money recovered.
Marine, Tex.	P. J. Knipp.	Burglary	43.33	.....	.....	.....	.....	.....	Greater part of funds stolen was recovered.
Marion, Ala.	C. C. Crowe.	do	102.99	.....	.....	.....	.....	.....	Do.
Marion, Ore.	W. J. Hadley.	do	58.14	10.77	92.48	.....	.....	6.87	Disallowed; negligence of postmaster.
do	do	do	6.76	6.36	6.87	9.89	5.36	6.87	Do.
Marlboro, N. J.	J. H. Butcher.	Fire	102.56	3.46	102.56	Do.
Marlow, Ill.	J. H. Newton.	Burglary	6.77	Do.

REPORT OF THE POSTMASTER-GENERAL.

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			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Moran, Tex.	J. A. Hayward	Burglary	\$80.66	\$2.00	\$64.21	\$80.66		\$28.21	Disallowed; negligence of postmaster.
Morgan Springs, Tenn.	T. M. Solomon	do	1.00	7.52					Do.
Morrice, Mich.	A. S. Watkins	do	2.50	20.78	64.63	59.82	\$20.78	64.63	
Morristown, Ind.	W. H. Philip	do	58.32	10.31			10.31		
Moslem, Pa.	E. D. K. Leisher	do		6.72			6.72		
Mosbourn, Ala.	L. K. Moss	Rats		2.00					
Motley, Tex.	C. C. Price	Burglary		(a)			47.80		Disallowed; no proof of loss.
Mount Hersey, Ark.	J. D. Aydelotte	Fire		(a)			17.28		
Mount Olive, Ala.	W. H. Davis	Burglary	135.18	101.60	80.61	135.18	101.60	80.61	Disallowed; negligence of postmaster.
Mullikin, Mich.	E. J. Martin	do		104.34			61.11		
Munger, Mich.	H. D. Blodgett	do	17.00	(a)		16.74	1.67		
Murphycross, Ala.	C. P. Mooney	Fire		1.67			48.19		
Murleville, Va.	W. R. Vaughn	Burglary		183.76			163.76		
Muscogee, Fla.	M. C. Perkins	Fire		(a)					
Mystic, Iowa	G. Studebaker	Burglary		23					
Nankipoo, Tenn.	E. Abernathy	do							
Naples, Cal.	A. P. Williams	do	88.82	200.00	26.12	38.74	200.00	26.12	
National Stock Yards, Ill.	W. B. Suckney	do	68.96	21.79	40.72	68.96	21.79	40.72	
Navarre, Mich.	P. Gerharz	do	292.47	183.17		292.47	183.17		
Neabe, La.	J. H. Hardy	do		28.46			30.88		Do.
Nebo, Ind. T.	J. M. Nation	Fire		40.00	89.66				Do.
Needville, Tex.	J. Winston	Storm	12.79	88.08			88.08		Do.
Nepton, Ky.	C. G. Hood	Burglary	(a)	90.80		19.80	71.18		Do.
New Albany, Pa.	G. H. Terry	do	24.16	18.69					Do.
New Braintree, Mass.	C. W. Ross	do		104.82					Do.
do	do	do							Do.
New Brookland, S. C.	H. I. Hawes	do		12.07		9.50			Do.
Newbury, Vt.	S. S. Sawyer	do	17.82	4.98			4.98		
Newcomb, Tenn.	A. R. Nelson	do	9.50	48.78			47.27		
Newellton, La.	E. H. Newell	Fire		(a)	15.83	50	71.22	22.38	
New Franken, Wis.	M. Schauer	Burglary	(a)	185.07	97.60	70.00	185.07	89.90	
Newport, Cal.	B. M. Watts	Fire	70.00	1.84			1.84		
Newport, Ind.	T. Sanders	Burglary			87.81	21.01		87.81	
Newport, Minn.	H. A. Durand	do							
Newport, Va.	F. C. Payne	do	21.01	198.75			198.75		
New Ross, Ind.	C. O. Routh	do		100.00		16.55	121.86		
Newton, Neb.	I. N. Russell	Fire	20.00	4.84			4.84		
Nicholasville, Ky.	W. L. Buford	do	16.53	182.64		6.58	128.64		Do.
Nipperville, Ill.	C. M. Howard	do	8.12	3.47					Do.
Noble, La.	J. D. Jordan	Burglary		(a)			66.70		
Noble, Ala.	W. W. Wynne	Fire		82.65					
Nonetuch, Ky.	H. D. Wilson	Burglary							

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			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Parkerville, Kans.	P. W. Good.	Burglary	\$49.56	\$15.49	\$18.76		\$10.60		Disallowed; negligence of postmaster.
Parkridge, Ill.	W. S. Chittenden	do	7.82						Do.
Park Springs, Tex.	Jas. McDonald	do	6.35						
Parquet, Ark.	H. W. Walker	Fire	(a)	(a)			\$8.88		
Parvin, Pa.	W. T. Knecht	do		40.00			43.19		Disallowed; money recovered.
Patterson, Ga.	H. Tyre, Jr.	In transit.			15.00				
Patterson, La.	G. W. Menzies	Burglary	289.38	423.53	47.08		288.84	\$47.70	
Pauline, Nebr.	D. McCleary	do	20.00	3.70			3.70		
Pawhuska, Okla.	W. E. McGuire	In transit.							Disallowed; remittance not made in compliance with instructions.
Peace, Pa.	J. E. Fox	Fire		(a)			8.88		
Peacogrove, La.	R. H. Scarles	Moths		4.00			4.00		
Pebble, Ala.	F. Pearson	Fire		(a)			24.13		
Pebble, Fla.	B. H. Heyward	do		(a)					
Pedee, Okla.	M. H. Dague	Burglary	2.08						Disallowed; negligence of postmaster.
Peerless, Ind.	R. L. Keithley	do	5.00						Disallowed; no proof of loss.
Pekin, China	G. M. Hunt	do							Disallowed; negligence of postmaster.
Pekin, China	R. L. Keithley	do							
Pellum, Fla.	C. W. Fellum	In transit.							
Pendleton, S. C.	A. R. Gantt	Fire		(a)			6.08		
Penn Grove, N. J.	J. D. Whitaker	Burglary		278.37	1,778.00			1,776.00	
Pepin, Wis.	A. J. Dunlap	Fire		22.24					
Petersburg, Ky.	L. A. Den	Burglary	39.58	261.92	84.45		39.58	8.11	Do.
Petersburg, Tenn.	J. M. Renfrow	do	160.28						
Petrolia, Pa.	C. G. Gray	do		244.10					
Phair, Tex.	J. H. Cannon	Storm					27.59		
Phenix, R. I.	J. H. Campbell	Burglary	11.39	19.98			276.37		
Pherson, Ohio.	J. W. Pherson	do	(a)	17.60			6.68		
Philo, Cal.	C. W. Brown	In transit.	43.02	(a)			28.24		
Phoenix, Wash.	W. J. Keenger	Fire	1.65	40.15			261.92	8.11	
Pickard, Ga.	V. B. Butts	do		(a)			40.15		
Pike, Ark.	W. K. Lutz	In transit.			17.00		17.68	17.00	
Pike, Ind. T.	A. S. Nixon	Fire	(a)	(a)			16.79		
Piogrove, Mo.	D. Williams	Burglary	98.32	281.67	14.81		93.32	14.81	
Pine Bluff, Ala.	W. F. Clements	Fire		1.56			281.67		
Pine Bluff, N. Y.	S. H. Christie	do	(a)	(a)			11.59		
Pino N. C.	T. H. Redden	do		(a)			111.59		
Pineau, Ohio	A. J. Van Hise	Burglary	5.97	11.20			5.97		
Pittsford, Vt.	W. T. Dunham	do	140.99		156.33		138.56	9.28	
Pittsford, Me.	W. W. Knight	do	11.92	.83					Do.
Do.	do	do	71.22		31.69		20.52	31.69	
Pittsford, Tenn.	W. A. Pitts	Fire	(a)	(a)			10.76		Do.
Plant, W. Va.	S. M. Plant	Burglary	1.01	11.71			13.44		

Plateau, Ala.	J. Chapman	do	2.40	45.61	41.90	58.56	45.61	Do.
Pleasanton, Nebr.	E. C. Maltt.	do	41.52			79.86		
Pinto, Tex.	G. C. Williams.	Fire	(a)			57.88		
Pocahontas, Ill.	J. C. Martin.	do	24.90			616.45	122.67	
Poinceter, Ark.	L. I. Martin.	Burglary	183.43	122.67	183.43	17.58		
Point Pleasant, N. J.	T. Graham.	do	18.94					
Pointville, N. J.	W. H. A. Bemis.	Fire		36.00				
Pope Depot, Miss.	Burglary		143.99		143.99			
Port Angeles, Wash.	B. C. Keller.	In transit.	184.77	414.07	184.77			
Port Arthur, Tex.	Burglary			25.00				
Potsdam, Mo.	W. H. Strunk.	In transit.		(a)				
Potters Mills, Pa.	A. McCoy.	Fire	(a)	1,065.40		1,065.40	414.07	Dismissed; money recovered.
Pottersville, Mich.	N. O. Merritt.	do	38.47			72.97	91.99	
Powersville, Mo.	C. M. Todd.	do	8.27			28.27		
Powersville, Iowa.	P. H. Powers.	Burglary	21.94			8.22		
Prarie City, Iowa.	W. H. Price.	do		53.46	21.94	28.51	53.46	Dismissed; negligence of postmaster.
Prattville, Ala.	J. F. Pratt.	Fire	40.23			40.23		
Prattville, Ala.	J. F. Pratt.	Burglary	1.27	4.00				
Preston, Kan.	D. W. Williams.	do	103.26	1.12	14.14	103.26	1.12	
Princeton, N. Va.	J. L. Dangerfield.	do	59.14	30.66	33.64	370.86	30.66	Do.
Princeton, Ga.	C. H. Price.	do	10.13					
Princeton, Ky.	G. S. Dick.	Fire	30.00			25.67		
Princeton, Ky.	H. W. Bennett.	do	6.87			6.87		Do.
Puerto del Tunia, N. Mex.	H. L. Goldenberg.	In transit.		10.00				
Quakerhill, Conn.	F. S. Simpson.	Burglary	66.99			66.99		
Raleigh, Ga.	H. G. Mason.	do	47.47			45.48		
Ramona, Wis.	L. J. Bartle.	Misc.	.80			.80		Dismissed; money recovered.
Randall, Iowa.	J. F. Smith.	In transit.		64.00				Dismissed; negligence of postmaster.
Ranger, Ohio.	J. Norway.	do		5.00				Do.
Ranger, Tex.	J. M. Griffin.	Burglary	32.75		96.71		18.81	
Rapid City, Mich.	W. A. Seger.	do	99.11	18.81		2.02		
Rathbone, La.	J. Laforest.	Fire	11.72			20.62		
Rayburn, Ky.	T. C. Brown.	do	23.65			23.65		
Raynor, Va.	L. L. Vellies.	Burglary	90.00			46.94		Do.
Ray Croeding, Ind.	F. P. Bailey.	do	47.04	9.07		24.83	9.07	
Redbank Furnace, Pa.	R. S. Finke.	Fire	21.35			47.61		
Redtop, Mo.	T. N. Cassidy.	Burglary	47.61					
Redville, Tenn.	W. F. Holmes.	do	8.87		8.87			
Red Springs, N. C.	J. G. Brown.	do	23.63		23.63	137.46		
Reece, Kans.	F. G. Shaw.	Fire	(a)			22.22		
Reece, Mich.	S. Kalsbeck.	do	10.21			10.21		
Reedburg, Wis.	J. Kellogg.	In transit.		10.00				
Reedville, Wis.	L. A. Busse.	Burglary	459.25			459.25	90	Dismissed; no proof of loss.
Reedy, W. Va.	Reedy, W. Va.	Flood	(a)			22.92		
Reids, Ark.	E. S. McCullough.	Burglary	13.64					Dismissed; negligence of postmaster.
Relief, N. C.	J. Peterson.	Flood	87.14			35.26		
Remus, Okla.	W. T. Harbert.	Burglary	33.75			87.14		
Reno, Ill.	J. A. Strain.	do	33.33	3.11	33.33		3.11	
Rensol, N. Y.	W. Gallagher.	do	25.81	43.81	43.81	43.73	85.93	
Rhinebeck, N. Y.	J. C. McCarty.	do	132.77	625.96	63.60	625.96	153.56	

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			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Richardson, Ga.	W. M. Richardson	Burglary	\$12.83	\$12.20	\$24.90	\$12.83	\$35.91	\$24.76	Disallowed; no satisfactory proof of loss.
Richland, S. Dak.	D. M. Dickerson	do	97.81	97.81					Disallowed; negligence of postmaster.
Riddleville, Ga.	U. G. Waddell	do	20.88	20.88		11.35			Dismissed; money recovered.
Ridge, Mo.	E. L. Eichen	In transit.	11.35		20.00				
Ridgeland, Miss.	H. C. Griffin	Fire	(a)	(a) 58			15.57		
Ridge Prairie, Mo.	H. S. Morris	Burglary		(a)			8.83		
Ridgetop, Tenn.	R. J. Gross	Fire		(a)			83.18		
Ridgeview, Tex.	R. J. Gross	Fire		(a) 35			12.35		
Riesel, Tex.	R. J. Gross	do			25.29	19.45		25.29	
Rincon, N. Mex.	A. W. McClintock	Robbery	22.99		118.45	23.99		35.47	
Rising Sun, Ohio	F. E. White	Burglary	23.09	58.01	15.91				
Rivendale, Kans.	H. Shapcott	Larceny		80.60	15.91		80.60	15.91	
Rivledge, N. J.	A. Z. Bogert	Burglary		37.02	13.05		37.02	13.05	
do	do	do		(a)			2.28		
Riverside, Ark.	W. M. Word	do	(a)	(a)	(a)	8.39			
do	do	Fire	(a)	71.71		25.73	190.05	87.71	
Roann, Ind.	S. M. Baker	do		83.47			71.71		Do.
Rockport, Ohio	P. S. Morley	Burglary		11.94			10.94		
Rock Spring, Ky.	T. J. McClanahan	Fire		351.60			351.60		Do.
Rockville, Ind.	M. W. Marshall	Burglary		27.65					Do.
Rocky Comfort, Mo.	C. H. Montgomery	do		23.14					
Rocky Gap, Va.	J. M. Tuggle	do		81.24			31.24		
do	do	do		19.00					
Rocky Mount, Va.	W. B. Brown	do							Disallowed; claim not made within the time required by statute.
Rodney, Del.	H. E. Koppie	Fire		(a)			4.21		
Rohrer, Mont.	J. Rohrer	In transit.	10.22						Disallowed; remittance was not made in compliance with instructions.
Roland, Ind.	G. Roland	Mice	2.45	2.45			2.45		
Rollersville, Ohio	C. H. Hutchinson	Burglary	36.30	186.75	11.53	37.30	186.75	11.53	
Rollingstone, Minn.	J. B. Rivers	do	32.58	55.67	55.67	32.58		55.67	
Rollins, Ala.	S. M. Parrish	do		3.00					Disallowed; negligence of postmaster.
Roper, N. C.	B. B. Spencer	In transit.			100.00			51.00	\$49 recovered.
Rosedale, Miss.	E. M. Scott	Fire		86.65			30.45		
do	do	do			1.50			1.50	
Roseland, Nebr.	A. W. Evans	Burglary	17.15	34.32	77.67	17.15	34.32	77.42	Disallowed; cause of loss not satisfactorily shown.
Ross, Ark.	S. G. Harris	Mice		12.67					
Rosford, Ohio	W. R. Fuller	Burglary	6.00	60.37			69.17		
Rosier, Pa.	M. H. Haines	do	2.04			2.04			
Rowan, Iowa	A. E. Emerson	do	33.93			33.93			
Rowesville, S. C.	W. P. Dukes	do		73.76					Disallowed; negligence of postmaster.

Boynton, Ga.	F. C. Owen	...	do	67.35	94.57	49.88	67.35	94.47	49.85	
Roselle, Ark.	J. E. Falls	Fire	...	(a)	(a)	...	...	26.55	...	
Rubin, Va.	J. E. Robin	...	do	3.00	(a)	...	3.00	42.80	...	
Rudd, Iowa.	J. E. Smith	Burglary	...	...	3.20	...	...	3.20	...	
Rumford, Va.	J. E. Richie	Fire	...	15.42	(a)	...	8.45	48.35	...	
Rupe, Ill.	W. A. Roberts	...	do	...	4.25	...	...	4.25	...	
Russ, Ill.	W. A. Roberts	Burglary	...	...	89.61	...	...	89.61	...	
Russ, Ill.	W. A. Roberts	Fire	...	...	(a)	...	...	23.82	...	
Ruthing, Tenn.	W. G. Waggoner	Burglary	...	109.39	286.37	6.56	109.39	286.37	6.56	Dismissed; loss made good by a clerk.
Rutherford, N. C.	W. W. McDaniel	In transit	...	...	119.00	...	...	...	...	Dismissed; no satisfactory proof of amount stolen
St. Louis, Mo.	W. W. McDaniel	Burglary	...	...	26.20	4.00	...	...	...	Dismissed; money recovered.
St. Paul, Minn.	A. R. McGill	...	do	...	...	...	...	...	...
Sacola, Mich.	J. O'Callaghan	In transit	...	...	200.00	...	...	12.67	...	
Salem, Mo.	H. C. Saffey	Burglary	...	86.09	4.56	26.45	...	654.00	...	
Salt Lake City, Utah	S. L. Thomas	...	do	...	100.94	...	...	100.94	...	
Salunga, Pa.	A. H. Hiestand	...	do	...	74.19	95.54	34.25	74.19	95.50	
Sandborn, N. Y.	W. H. Nash	...	do	...	(a)	...	...	37.33	...	
Sandborn, N. Y.	D. H. Koels	Fire	...	...	(a)	...	...	63.30	...	
Sanford, Ala.	A. T. Woodham	...	do	...	700.08	99.81	...	700.08	...	
San Jacinto, Cal.	A. G. Munn	Burglary	...	82.05	27.86	13.23	32.05	28.16	13.23	
San Mateo, Cal.	T. E. Satterfield	...	do	...	...	...	...	...	...
Santa Fe, Tenn.	J. E. Satterfield	Fire	...	78.40	...	96.99	...	28.28	...	Dismissed; negligence of postmaster.
Santa Ynez, Cal.	H. A. Laughlin	Burglary	...	13.40	28.28	28.65	13.40	23.71	28.65	
Saybrook, Ohio	G. E. Walker	...	do	42.89	27.07	50.10	46.25	...	...
Saybrook, Ohio	S. J. Jackson	...	do	130.10	...	3.60	10.88	...	...	Greater part of money recovered.
Seaside, N. Y.	H. R. Fellows	Robbery	...	6.88	306.16	13.80	6.98	306.13	13.80	
Schoharie, N. Y.	D. Y. Wright	Burglary	...	119.97	146.16	72.57	120.02	146.11	72.57	
Scottsburg, Ind.	J. W. Martin	...	do	...	151.96	...	...	152.80	...	
Seaton, Ill.	C. Rockwell	Fire	...	3.00	176.60	3.88	8.39	176.60	3.88	
Seneca, Mo.	M. M. Adams	Burglary	...	9.39	40.17	...	...	40.15	...	Dismissed; credit for damaged stamps cov- ers entire loss.
Sharon, Ill.	L. J. Purdon	...	do	...	5.10	...	...	...	...
Sharon, Mich.	G. Johnson	Fire	...	...	...	...	...	...	...
Sharpsburg, Ky.	J. S. Sharpe	Burglary	...	65.85	297.15	58.47	65.37	297.15	58.47	
Shepherd, Tenn.	D. C. Richards	...	do	...	(a)	...	...	42.52	...	
Shiloh, N. J.	J. M. Tomlinson	Fire	...	90.97	146.44	33.35	90.97	146.44	33.35	
Shiloh, Tex.	N. J. Yoakley	Burglary	...	...	...	38.60	...	...	...
Shiloh, Tex.	N. J. Yoakley	Robbery	...	...	...	...	...	...	...
Shine, N. C.	D. F. Smith	...	do	...	...	...	...	...	...	Dismissed; no proof of loss.
Shinhope, N. Y.	G. Plank	Flood	...	...	16.34	...	...	4.89	...	
Shirley, Ind.	B. L. Byrket	Burglary	...	...	291.51	291.51	...	1.60	...	
Shoepfing, Tenn.	T. F. Allen	...	do	...	1.60	...	...	...	...
Shorthills, N. J.	W. H. Lushhear	Fire	...	9.89	...	...	...	...	...
Sidney, W. Va.	J. Jackson	Burglary	...	...	10.26	...	...	...	...
Sidney, W. Va.	J. Jackson	...	do	...	(a)	...	...	46.41	...	Dismissed; negligence of postmaster.
Silica, Kans.	J. Mayer	Fire	...	...	6.14	60	...	176.82	76.55	Dismissed; no proof of loss.
Silver City, N. Mex.	A. E. Galloway	Burglary	...	3.00	176.82	76.55	111.19	176.82	76.55	
Slaterville, R. I.	H. I. Parks	...	do	...	(a)	...	1.08	13.64	...	Dismissed; negligence of postmaster.
Sloan, N. C.	M. C. James	Fire	...	111.19	...	...	...	...	...
Smarr, Ga.	W. T. McCowen	...	do	...	...	33.50	...	...	...
Smithton, W. Va.	M. T. Bell	Burglary	...	3.98	...	...	...	...	...
Smock, Pa.	J. O. Phillips	...	do	...	208.71	...	...	208.71	...	Do.

a Unknown.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1901, to June 30, 1902—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Smyma, Ga.	S. J. Irelan.	Burglary		\$49.45	\$34.92		\$49.45	\$40.07	
Solomon Rapids, Kans.	T. Gibbs.	Fire		(a)			115.78		Dismissed; money recovered.
South Butler, N. Y.	C. W. Wheeler.	In transit			85.00				Dismissed; remittance not made in compliance with instructions.
South Deerfield, Mass.	A. G. Clapp.	do			79.00				
South Fork, Ark.	W. H. Berkshire.	Fire		3.66			7.03		
South Glastonbury, Conn.	A. W. Crane.	Burglary	\$3.77			\$3.77			
South Heights, Ill.	E. J. Snyder.	do	44.89						
South Lake Linden, Mich.	E. Trevillian.	do	739.40						
South Lyon, Mich.	G. T. Gready.	do	144.43				144.27		
South Middleton, Mass.	F. F. Flint.	do	15.30	3.70	.59	10.64	11.69	.60	
Southwest City, Mo.	G. W. Smith.	do	5.85	10.29	55.79	5.85	10.29	55.79	
Spadra, Cal.	J. M. Fryer.	do	3.25	3.83					
Spaulding, Idaho.	K. Black.	do	35.85	(a)	(a)	24.78	11.07	28.81	Dismissed; negligence of postmaster.
Do.	D. Ross.	Fire		(a)			153.41		
Spanaway, Wash.	S. M. Tullock.	In transit			65.00				Dismissed; money recovered.
Sparta, Tenn.	A. W. Parker.	Fire	35.96	355.22	10.00	34.25	354.80	10.00	
Sperry, Iowa.	A. L. Bergsten.	do	5.86	5.86			6.35		
Spiceland, Ind.	W. B. Gordon.	Burglary	164.00	233.96		164.00	233.96		
Spotswood, N. J.	J. Hodapp.	do	19.18	233.78		15.36	237.77		
Spray, N. C.	J. D. Martin.	do		1.56			1.59		
Spring Creek, Ark.	A. Cotter.	Fire		(a)		2.31	34.86		
Springdale, Pa.	J. E. Karns.	Burglary		4.54			.82		
Springfield, Mass.	L. C. Hyde.	Larceny	44.86	45.20	120.20	44.86	46.20	120.20	
Spring Lake Beach, N. J.	H. C. Van Arsdale.	do	67.41	802.48	72.85	67.41	802.78	72.85	
Do.	G. W. Fort.	do	34.41		7.55	34.41		7.55	
Stafford, Kans.	J. K. Grant.	do	22.47	277.85	6.84	34.93	277.85	6.84	
Stamford, N. Y.	T. J. Knight.	do		6.06			6.06		
Stanhope, N. J.	J. P. Fulton.	do		6.13			6.13		
Stanley, N. Y.	H. F. Stephens.	do	12.57	46.11	7.76	12.57	46.11	7.76	
Stanton, Nebr.	A. C. Crosley.	do	28.91		76.18	28.91			Dismissed; negligence of postmaster.
Starucca, Pa.	D. F. Harbaugh.	do		5.00					
Steamboat, Nev.	W. D. Harden.	do	63.84	88.34	60.74	63.84	88.34	60.74	
Steels Depot, Ala.	F. Smith.	Fire		4.75			2.49		
Stellacoom, Wash.	F. Doyne.	Burglary	5.09	2.88		5.09			
Stella, Ohio.	T. C. Fox.	do	21.00						Do.
Stephenville, Tex.	S. P. Hyman.	Larceny	160.18						Dismissed; no proof of burglary.
Do.	J. McAllister.	Burglary	63.20		80.00				Do.
Stewart, Miss.	G. Barnes.	In transit		(a)					Dismissed; loss made good by a clerk.
Stewart, Mo.		Fire					51.81		

Stillwater, N. Y.	F. Stumpf	47.26	47.26	.....	47.26	.....	Disallowed; no proof of loss.
Stone Bluff, Ind.	J. Nelson	48.00	48.00	.....	48.00	.....	Disallowed; negligence of postmaster.
Stones Mill, Tex.	C. A. Mangham	52.84	52.84	.....	52.84	.....	Disallowed; negligence of postmaster.
Stout, Okla.	B. W. Stout	16.47	16.47	.....	16.47	.....	Disallowed; negligence of postmaster.
Stouts Mills, W. Va.	A. A. Conrad	(a)	(a)	.....	81.45	.....	Disallowed; negligence of postmaster.
Strasburg, Mo.	A. W. White	36.34	36.34	.....	36.34	.....	Disallowed; negligence of postmaster.
Sugar Grove, Pa.	L. B. Abbott	9.11	24.83	.....	16.13	.....	Disallowed; negligence of postmaster.
Sugartown, N. Y.	G. B. House	12.11	12.11	.....	12.11	.....	Disallowed; negligence of postmaster.
Sulphur Creek, Cal.	T. B. Persons	(a)	(a)	.....	1.38	.....	Disallowed; negligence of postmaster.
Sunter, Ala.	W. J. Anderson	(a)	(a)	.....	1.83	.....	Disallowed; negligence of postmaster.
Sun, N. Y.	F. W. McKenzie	76.15	76.15	.....	76.15	.....	Disallowed; negligence of postmaster.
Sunderland, Vt.	J. Hill	(a)	(a)	.....	2.00	.....	Disallowed; negligence of postmaster.
Sunnyvale, Ga.	J. T. Gray	.....	.....	.....	69.63	.....	Disallowed; negligence of postmaster.
Sussex, N. J.	E. C. Tuttle	713.09	40.38	.....	41.80	.....	Disallowed; negligence of postmaster.
Sutter, Cal.	D. J. McLean	40.38	41.35	.....	219.38	.....	Disallowed; negligence of postmaster.
Sutherland, Nebr.	C. W. Burkland	199.38	16.51	.....	15.28	.....	Disallowed; negligence of postmaster.
Svea, Fla.	C. E. Black	16.51	16.27	.....	57.05	.....	Disallowed; negligence of postmaster.
Swanders, Ohio	J. B. Wyatt	58.42	19.50	.....	18.09	.....	Disallowed; negligence of postmaster.
Swann Station, N. C.	H. D. Cameron	26.26	18.09	.....	366.06	.....	Disallowed; negligence of postmaster.
Sweetwater, Tex.	W. B. Howard	18.09	121.15	.....	57.72	.....	Disallowed; negligence of postmaster.
Swineford, Pa.	B. H. Custer	866.06	57.92	.....	226.91	.....	Disallowed; negligence of postmaster.
Switzer, Ky.	J. H. Switzer	159.28	56.53	.....	28.88	.....	Disallowed; negligence of postmaster.
Talbotton, Ga.	W. O. De Loache	57.92	16.10	.....	58.16	.....	Disallowed; negligence of postmaster.
Tallega, Ky.	R. B. Strong	226.91	16.10	.....	175.77	.....	Disallowed; negligence of postmaster.
Tamora, Nebr.	C. D. Alexander	.....	5.54	.....	1.25	.....	Disallowed; negligence of postmaster.
Tariffville, Conn.	J. L. Dewey	6.58	86.53	.....	3.02	.....	Disallowed; negligence of postmaster.
Taulbee, Ky.	C. L. Terrill	32.78	58.16	.....	8.02	.....	Disallowed; negligence of postmaster.
Taylor, Miss.	R. H. McElroy	190.88	175.80	.....	29.62	.....	Disallowed; negligence of postmaster.
Tehachapi, Cal.	J. W. Fletcher	2.43	175.80	.....	149.33	.....	Disallowed; negligence of postmaster.
Tenant, Ala.	R. L. Tenant	1.50	169.57	.....	57.61	.....	Disallowed; negligence of postmaster.
Terrill, W. Va.	C. Tice	3.02	3.02	.....	4.45	.....	Disallowed; negligence of postmaster.
Texas City, Tex.	G. E. Whitney	(a)	(a)	.....	64.12	.....	Disallowed; negligence of postmaster.
Thomas, W. Va.	K. Helmick	1.70	29.62	.....	186.90	.....	Disallowed; negligence of postmaster.
Thor, S. C.	L. M. Baggett	19.00	28.88	.....	6.40	.....	Disallowed; negligence of postmaster.
Thornton, R. I.	H. B. Scott	149.33	58.16	.....	9.53	.....	Disallowed; negligence of postmaster.
Three Square, Va.	J. L. Cullitt	57.61	149.33	.....	7.41	.....	Disallowed; negligence of postmaster.
Thurmond, W. Va.	J. H. Grubb	26.48	57.61	.....	186.90	.....	Disallowed; negligence of postmaster.
Tilden, Ind.	J. W. Ferree	4.45	4.45	.....	6.40	.....	Disallowed; negligence of postmaster.
Tinela, Ala.	R. C. Abernathy	1.82	55.40	.....	7.41	.....	Disallowed; negligence of postmaster.
Tona, Pa.	J. A. Wood	66.41	71.06	.....	186.90	.....	Disallowed; negligence of postmaster.
Tolland, Conn.	A. L. Metcalf	.....	165.60	.....	6.40	.....	Disallowed; negligence of postmaster.
Tombs Run, Pa.	M. B. Lentz	1.13	36.94	.....	7.41	.....	Disallowed; negligence of postmaster.
Tompkinsville, Md.	J. H. Herbert	92.35	36.94	.....	186.90	.....	Disallowed; negligence of postmaster.
Topton, Miss.	H. P. Rushing	5.00	151.66	.....	6.40	.....	Disallowed; negligence of postmaster.
Toronto, S. Dak.	T. P. Emerson	13.52	8.94	.....	7.41	.....	Disallowed; negligence of postmaster.
Townsend, N. C.	L. H. Townsend	8.94	8.94	.....	1.51	.....	Disallowed; negligence of postmaster.
Townsend, Ohio	C. W. Wedie	(a)	(a)	.....	118.41	.....	Disallowed; negligence of postmaster.
Trask, Oreg.	C. S. Smith	(a)	(a)	.....	.....	.....	Disallowed; negligence of postmaster.
Tremont, Oreg.	A. J. Hagen	(a)	(a)	.....	.....	.....	Disallowed; negligence of postmaster.
Trenton, Ky.	C. C. Martin	118.41	118.41	.....	.....	.....	Disallowed; negligence of postmaster.

a Unknown.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1901, to June 30, 1902—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Trimble, Ky.....	C. A. Muse.....	Fire.....					\$6.57		
Trid, Ga.....	J. C. Johnson.....	do.....	\$3.00	(a)			32.90		
do.....	do.....	Mice.....		\$2.63			2.86		
Troy, Miss.....	D. W. Fowler.....	Fire.....		12.00			7.23		
Tullos, La.....	W. McDonald, jr.....	do.....		(a)			42.63		
Tully, N. Y.....	R. R. Davis.....	do.....		40.06			40.05		
Turkeycreek, Fla.....	N. E. Moody.....	do.....		(a)			51.28	\$238.93	
Turner, Ore.....	G. F. Robertson.....	Burglary.....	30.79			\$27.31			
Turney, Ind. I.....	J. M. Tussey.....	Fire.....		(a)					
Tuscola, Tex.....	D. H. Cole.....	Larceny.....		19.58					Disallowed; no proof of loss.
Twin Cave, Ky.....	G. E. Simpson.....	Fire.....	10.00	71.90		3.85	19.58		Disallowed; negligence of postmaster.
Tyndall, S. Dak.....	C. H. Stullwill.....	do.....	3.85	2.23	(a)	5.29	77.90	15.01	Do.
Underwood, Minn.....	E. S. Evenson.....	Burglary.....	5.29						
Union City, Ky.....	T. M. Wells.....	Fire.....		(a)			43.39		
Union Mills, Ind.....	J. G. Schweitzer.....	do.....		20.96			20.96		
Uphur, Ohio.....	A. Ashinger.....	Burglary.....	19.36						Disallowed; no proof of amount stolen.
Upton, Ky.....	C. Cash.....	do.....		7.84					Disallowed; negligence of postmaster.
Uva, Mo.....	S. T. Gregory.....	Fire.....	1.00	31.86		1.00	31.86		
Valencia, Pa.....	J. A. Anderson.....	do.....		27.96			56.06		
Valley Falls, R. I.....	A. F. Miller.....	Burglary.....		75.11			75.11		
Valley Mills, Tex.....	M. D. Townley.....	do.....	24.58		44.45	21.72	64.93	36.01	
Vandalia, W. Va.....	C. Jones.....	do.....	14.15	87.52		14.15	87.52		
Vanderbilt, Pa.....	D. L. Laughery.....	do.....	74.50	114.18	96.85	74.50	114.18	23.85	
Vanderbilt, Pa.....	N. L. King.....	Fire.....		25.59			24.73		
Vaughn, Ala.....	C. V. Binkley.....	do.....		(a)			200.79		
Vaughn, Tenn.....	J. M. Allen.....	Burglary.....		92					Disallowed; no proof of loss.
Venture, Ga.....	D. H. Sproul.....	do.....	38.94	22.35	.82			.82	Do.
Vera, Ill.....	T. E. McMillan.....	do.....	1.10			38.94	22.35		Disallowed; negligence of postmaster.
Verdell, Iowa.....	M. C. Mendenhall.....	Larceny.....		57.94					Do.
Vernon Grove, Ill.....	J. F. Neat.....	Fire.....		(a)			24.57		
Vester, Ky.....	W. E. Herschberger.....	Burglary.....	10.67	96.78					Disallowed; no proof of loss.
Victorville, Mich.....	P. Kongsle.....	Fire.....		31.22					
Villard, N. Dak.....	L. Parkhurst.....	do.....		(a)					
Vina, Cal.....	E. H. Vining.....	do.....	15			15			
Vining Mills, La.....	C. E. Chagnon.....	Burglary.....	18.72	77.70	152.43	13.74	77.68	152.26	
Vinondale, Pa.....	C. E. Chagnon.....	In transit.....	130.77			130.77			
Virginia Beach, Va.....	E. McNell.....	Fire.....		(a)			4.00		
Wade, N. C.....	G. Mitten.....	Burglary.....		152.66			152.66		
Wadena, Ind.....	A. W. Stedman.....	Fire.....	59.46	286.36		59.46	286.36	38.92	
Wadsworth, R. I.....	G. F. Fowd.....	do.....		1.00					Do.
Wallaceburg, Ark.....	E. B. Du Bois.....	In transit.....	5.00	28.10	2.50	5.00	28.10	2.50	
Walkkill, N. Y.....	E. B. Du Bois.....	Burglary.....	73.95	118.78	284.05	73.95	118.78	13.04	
Walnutcove, N. C.....	W. J. Moorfield.....	do.....							

Wampum, Pa.	C. E. Fitch	do	2.71	276.73 (a)	3.57	7.64	275.73	3.57	
Wanakah, N. Y.	D. W. Brundage	Fire	12.53			12.53	96.52		
Warehill, Mass.	C. H. Tarleton	Burglary	10.22			10.22	11.75		
Warehouse Point, Conn.	J. R. Sperry	do	10.22		26		100.74		
Wareboro, Ga.	E. J. Berry	Fire	89.39	99.84		79.39			64.25
Warren, Ark.	M. E. Hughey	Burglary	1.00	6.59	64.78				
Washington, D. C.	W. L. Lawry	do	10.00	41.87	66.92				
Washington, Ind.	J. A. Merritt	do	210.82	415.60	531.19	210.82	416.60		473.64
Washington, Tex.	F. I. Scritt	do			40.00				
Washington, D. C.	C. Dees	In transit	13.02						
Waterloo, Ky.	A. L. Weddle	Burglary			10.00				
Waterloo, S. C.	T. E. Harlow	do							
Watkins, Kan.	G. Manville	do	41.11						
Watkins, Va.	G. H. Stearns	do	2.55						
Wauconda, Ill.	E. W. Brooks	do	38.66	270.65	27.18	38.66	270.65		27.18
Wayland, Miss.	J. W. McCall	In transit			50.00				
Waynesburg, Ind.	S. Lockman	Fire	4.63				2.38		
Weatherby, Mo.	B. A. Manring	do		(a)			118.54		
Welch, Ga.	W. P. Morgan	do	6.50	(a)			39.62		
Welch, Mo.	M. E. Maxey	do		(a)		6.93	29.93		
Wells, Nev.	W. M. Angel	Burglary			118.99				118.99
Wells, Vt.	M. Francis	do	16.22	41.16					
Wesson, Va.	G. V. Sage	Fire		(a)			30.59		
West Branch, Pa.	L. Rice	do	2.10	220.56					
West Cornwall, Vt.	B. F. Haskell	do		(a)			1.19		
West Decatur, Pa.	E. M. Plympton	Burglary	12.67	150.89		12.12	152.29		
West Falmouth, Me.	E. M. Plympton	do		41.21			41.21		
West Falmouth, Me.	A. S. Noyes	do		77.48					
West Nanticoke, Pa.	W. G. Allen	do	106.81	142.47	32.84	106.81	142.47		32.84
Weston, Ohio	C. B. Saxby	do		20.00			20.00		
West Pike, Pa.	C. G. Dickens	Fire	9.65	200.96	26.60		26.60		
West Point, Tenn.	W. P. Wright	Burglary	209.92	32.82	32.82	209.92	32.82		
West Toledo, Ohio	P. Cranker	do		101.95			96.44		
Westville, Cal.	J. G. Dadds	Fire		80.20			13.19		
Wharton, N. C.	R. J. Johnson	do		41.79			30.20		
Whitcom, Wash.	H. Eldridge	do		53.01			40.79		
Wheatland, Mo.	W. D. Harriman	Burglary		197.29	25.10	59.79	197.29		25.10
Wheatville, N. Y.	C. Dye	do		66.66			66.66		66.66
Wheeler, Ill.	R. H. Marks	do	59.42						
Wheeler, Wis.	E. E. Porter	do		5.50			13.22		
White, Ga.	J. M. Elrod	Fire		98.99	63.96		98.99		63.96
White Cottage, Ohio.	M. W. Printz	Burglary		29.85					
Whitehorn, Tenn.	J. W. Nooney	do	11.31						
White Pigeon, Mich.	F. C. Hotchin	In transit		79.09	100.00		79.09		
Whiteland, Ind.	H. E. Johnson	Burglary		(a)			22.05		
Whitmarsh, Va.	E. Y. Taylor	Fire		69.95			50.58		
Whitesburg, Pa.	F. Bianey	do	11.00				73.53		
Whitesburg, Pa.	J. Page	do		(a)			24.92		
Whitewater, Colo.	L. G. Whitley	do							
Whitley, Ga.	L. G. Whitley	do	1.20			1.20			
Wickersham, Wash.	H. E. Campbell	Burglary							

a Unknown.

Disallowed; negligence of postmaster.
Disallowed; negligence of clerk in charge.
Disallowed; no loss occurred.
Disallowed; no proof of burglary.
Disallowed; negligence of postmaster.
Disallowed; not presented within time required by statute.
Disallowed; negligence of postmaster.

Dismissed; loss made good by employee.

Disallowed; negligence of postmaster.

Disallowed; no proof of loss.

Disallowed; negligence of postmaster.

Do.
Dismissed; money recovered.

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1901, to June 30, 1902—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Wilburton, Ind. T.	W. A. Cox	Robbery.	\$123 96		\$115.79	\$123.74		\$115.79	Disallowed; amount of loss not satisfactorily shown.
Wilda, Fla.	A. Hering	Burglary.	4.87			4.87		3.69	
Wildwood, Ky.	J. W. Whiteside	Mice		1.71					Do.
Willard, Mo.	A. L. Hardman	Burglary	(a)		71.69	17.17	\$24.08	71.75	
Willett, Ga.	S. C. Massey	Larceny	10.45						
Williamsburg, Colo.	T. W. Morgan	Fire	13.62				19.72		
Williamson, W. Va.	B. R. Bias	do		14.25			14.25		
do.	do	do		9.89			9.89		
Williamsport, N. Dak.	F. A. Gell	do		9.01			9.01		
Williamsville, Ill.	D. C. Duncan	Burglary		193.37			393.39		
Willmansett, Mass.	M. E. Fitzgerald	In transit			50.00			50.00	
Willow Springs, N. C.	W. B. Temple	Burglary		12.22			12.22		
Wilmerding, Pa.	H. D. Patch	do	43.42		53.15	43.42	1,233.01	52.65	
Wilmouth, Okla.	J. A. Rawlins	Mice		2.42			2.42		
Winchester, Kans.	A. L. Carothers	Burglary	10.54			10.54	54.80	21.58	Disallowed; negligence of postmaster.
Wingo, Ky.	W. T. Baker	do		54.80					Do.
Winlow, Ga.	J. R. Bennett	do	5.18						Disallowed; remittance not made in compliance with instructions.
Wisdom, Mont.	C. H. Strowbridge	In transit	100.00						
Wolcott, Ind.	W. E. Fox	Fire		2.19			2.63		
Wooddale, Del.	J. Connor	Burglary		15.75			15.75		
Wooddale, Pa.	J. R. Rishbecker	Fire		(a)			10.92		
Woodruff, Wis.	O. Swenson	do		5.40					Disallowed; no proof of loss.
Woodside, Md.	C. D. Grubb	Burglary		3.98					Disallowed; negligence of postmaster.
Wren, Ohio	J. Merica	Fire		14.92			23.76		
Wyloe, Ark.	J. H. Grayson	do	1.00			1.00	12.23		
Wytheville, Va.	M. W. Jordan	Burglary			197.89				Withdrawn; loss made good by a clerk.
Yadkin College, N. C.	L. N. Oakes	do		9.25			9.25	23.70	
Yauco, P. R.	R. M. Delgado	In transit			28.70			207.00	Part of money recovered.
Yeadon, Cal.	E. Miles	Burglary		40.24	377.00				Disallowed; negligence of postmaster.
Yolo, Cal.	D. W. Nutting	In transit			120.00			120.00	
Young America, Ind.	E. Kahl	Burglary	3.06				3.06		
Youth, Ga.	W. H. Wood	Fire		(a)			63.91		
Yorcktown Heights, N. Y.	T. F. Tompkins	Burglary		309.68			309.68		
Ysleta, Tex.	C. Logan	do	5.00		46.00	15.56	6.00	44.64	
Zionville, Ark.	T. J. Barbre	Mice		1.20			1.20		
Zionville, Ind.	J. N. Harmon	Burglary	157.82		45.95	156.49		45.85	

a Unknown.

RECAPITULATION.

Number of claims on hand and unsettled June 30, 1901.....	600
Number of claims received during year ended June 30, 1902.....	1,277
To be accounted for.....	
Number of claims on hand and unsettled June 30, 1902.....	1,877
Settled during year.....	674
Number of claims previously disallowed, reconsidered and allowed.....	1,203
Total settled during year.....	4
Allowed.....	1,207
Disallowed, dismissed, etc.....	901
	306
	1,207

The causes of the losses for which allowances were made are shown as follows:

	Fire.	Burglary.	Robbery and larceny.	In transit.	Flood and storm.	Moth and mice.	Total.
Postal funds.....	\$877.81	\$15,264.50	\$822.92	\$387.53	\$4.70	.....	\$17,807.46
Stamps, etc.....	16,939.57	129,156.38	185.67	.....	448.66	.....	146,797.81
Money-order funds.....	1,087.56	13,341.86	899.18	4,188.50	59.10	.....	19,571.19
Total.....	18,904.93	157,762.74	1,907.77	4,521.03	512.46	67.58	188,676.46

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR
1902.

REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE TOPOGRAPHER,
Washington, D. C., October 17, 1902.

SIR: I have the honor to submit the following report for the fiscal year ended June 30, 1902:

The work of preparing and publishing the post-route maps was prosecuted during the period with the usual accuracy and expedition.

To maintain the mechanical clearness of the series of printed maps and to incorporate therein the results of the most recent surveys, it was necessary to supersede certain of the maps by new constructions. This involved compilation of drawings, careful tracing, and photolithographic reduction and transfer of base and drainage, together with preparation of separate stones for printing the color lines that indicate the course and frequency of star routes. The new maps issued were as follows: Massachusetts-Rhode Island-Connecticut, New Hampshire-Vermont, Virginia-West Virginia, Montana-Idaho-Wyoming, Indiana (provisional), New York, New Jersey, and Minnesota. Compilations, ready for tracing, were finished, embracing maps of Ohio, Indiana, Maine, and Texas; those in progress included maps of Colorado, Michigan-Wisconsin, Louisiana, and North Carolina-South Carolina.

The regular quarterly editions of the entire series of post-route maps were prepared and printed. The stone surfaces had been previously revised to the first of the month of issue, all the changes in the postal service reported through the Daily Bulletin and by special communication having been mapped by the draftsmen of this office and furnished to the lithographers in monthly installments.

Post-route maps, including special editions for the Railway Mail Service, were required and supplied as follows:

The postal service:	
Post-Office Department	2, 799
Railway Mail Service	23, 995
Post-office inspectors	748
Free delivery	218
Postmasters	3, 628
	31, 388
Miscellaneous	1, 424
Purchasers	2, 033
	34, 845
Total	34, 845

Of these, 6,053 were backed with muslin, mounted on rollers, bound in folio or pocket form.

The sales of post-route maps, as authorized by law, amounted to \$2,769.70 for the fiscal year.

The monthly correction (by hand) of the Department's diagrams, 500 in number, was performed by the draftsmen of this office with the customary precision and promptness. . These diagrams are constantly consulted by the officers and clerks in charge of establishing and changing post-offices and routes throughout the country.

Nine thousand four hundred and ninety-three communications were prepared and 8,286 were received on matters pertaining to the business of the office.

Three hundred and five distances were called for by other departments, and were duly furnished, most of them referring to the travel routes of military persons during the civil and Spanish wars.

I am pleased to report that the post-route maps, both in their matter and execution, are thoroughly appreciated by all using them. This appreciation is not confined to the postal service, for which the maps are prepared and published. Letters commendatory of their scope and style are received from other departments of the Government, and the account of the surplus copies sold, as authorized by statutory provision, shows how the post-route maps are valued in commercial circles.

The growth of the postal service, which affects every bureau of this Department, proportionately increases the work of the topographer's office. Yet it is interesting to note that as early as the fiscal year 1882 an appropriation of \$50,000 was allowed for this work, and that twenty years thereafter the annual appropriation estimated for by the topographer is but slightly in excess of that amount.

In my estimates for the coming fiscal year I have recommended a few desirable changes, which have in view the designation of the drafting employees in accordance with the duties they perform. These employees, now called skilled draftsmen, are properly topographic draftsmen, and it is desirable that they should be correctly described in the law.

Very respectfully,

A. VON HAAKE,

Topographer, Post-Office Department.

HON. HENRY C. PAYNE,

Postmaster-General.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1902.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 10, 1902.

SIR: The annual report of the Bureau for the fiscal year ending June 30, 1902, is hereby submitted.

I wish to call attention to a request heretofore made for an authorization which will permit the Department to make allowances for clerk hire at third-class post-offices when it is satisfactorily shown that the postmaster by devoting his time and attention to the office is unable to transact the post-office business. I have become convinced that legislation granting this authority to the Department is essential. It is unjust to compel a postmaster to pay a large part of his salary for necessary clerk hire.

The advisability of erecting public buildings for the establishment of branch post-offices in cities is treated in this report. The establishment and extension of the pneumatic-tube service will make it necessary to secure permanent sites for stations in the large cities. The erection of such buildings will no doubt be an economy to the Department.

The equalization of the salaries of clerks in first and second class post-offices, and the reduction of the hours of labor, have carefully been considered. Promotion has been given to low-salaried clerks who have proved by a year's service that they are efficient and capable. At the larger first-class offices clerks are not now working in excess of eight hours a day. Their hours of labor are not limited by statute, but it is sought to make the working hours of the clerks the same as those of carriers by the appointment of additional clerks and the introduction of better methods and schedules.

The appropriation for clerk hire recommended in this report will enable the Department to promote deserving clerks of the lower grades after one year's service, and will allow practically an eight-hour day in all the higher grade offices.

It is impracticable in existing conditions to give clerks in the smaller offices eight hours' continuous service, but an effort is being made to reduce their hours to a fair basis.

In the city-delivery service a plan is proposed whereby in the larger cities substitute carriers shall receive at least \$30 a month and in smaller cities \$25 a month. This would insure to the substitute carriers a fixed income, something they can not now count upon.

In relation to the special-messenger service, recently transferred to the control of this bureau, recommendations are made in respect to the compensation of these public servants and their classification which, if favorably acted upon, I believe would improve the system.

Authority is asked to charter for a period of ten years (six years beyond the limit fixed by law) a small, swift steamer, constructed with special reference to handling mails to and from the Great Lake steamers while passing at full speed. This service, inaugurated several years ago from Detroit, at first with rowboats and subsequently extended by the chartering of a steamer, has grown in efficiency and appreciation until it has become an almost indispensable feature of lake navigation. Its further development can greatly be aided by granting the authority requested.

The rural free-delivery system has become a permanent feature of the postal service. Five years' experience has demonstrated this. Under an Executive order the clerks therein have been placed on the same footing as the employees in other branches of the civil government. The service has increased the postal receipts and improved conditions wherever it has been put in operation. The educational and other benefits derived therefrom are inestimable.

No deficiency will be created by this service. It remains with Congress to say whether we shall hasten the establishment of routes already laid out, and also expedite the installation of routes in course of investigation. Additional appropriations made for this purpose will thus be applied.

It is the intention to assign the special agents and route inspectors on the work of rearranging and improving the routes already established in case Congress gives no specific instructions to the contrary.

For the better development and more efficient supervision of the rural service changes are recommended in the force and compensation of division superintendents and inspectors, which meet my approval.

It is recommended that Congress make provision for a leave of absence, with full pay, for rural carriers, not to exceed fifteen days in a fiscal year.

Extension to rural carriers of power to receive and register letters has proved so acceptable a public benefit that it is purposed further to increase their usefulness by adding, under proper regulations, an extension of the money-order system to rural routes. Rural carriers are now empowered to receipt for money orders. It is intended, after the 1st of January next, to empower them also to pay money orders at the residences of known patrons of the routes.

Taking into consideration the success of the system and carefully considering its necessities in the future, it is thought that the recommendation for \$12,655,800 in the estimates—an increase of little more than five millions over the ensuing fiscal year—for the conduct of the Rural Free Delivery Service for the fiscal year ending June 30, 1904, is reasonable.

For several years past my predecessors have called attention to the necessity of a permanent building for the Division of Post-Office Supplies. The reasons for such a building have fully been set forth in previous reports of this Bureau.

The maximum fee for a money order (\$100) is 30 cents. It is well to renew the recommendation for legislation to authorize the reduction of fees so that the maximum fee shall be 25 cents. This would enable

the Department to reduce the fees on all orders for \$50 or more, which fees range from 18 to 30 cents. These amounts are inconvenient, are not made use of by banks in fees for exchange, and are unsatisfactory to the public. The reduction would not materially affect the revenues.

DIVISION OF SALARIES AND ALLOWANCES.

The following statement summarizes the work of the division for the fiscal year ended June 30, 1902:

Items.	Amount.
Allowances for clerk hire made first and second class offices.....	\$2,440,100.00
Allowances for clerk hire continued from last year.....	12,588,800.00
Allowances for separating clerk hire made third and fourth class offices.....	169,615.00
Allowances for separating clerk hire continued from last year.....	980,802.00
Total annual allowances for clerk hire.....	16,129,117.00
Allowances for clerk hire reduced and discontinued.....	\$231,100.00
Allowances for separating clerk hire reduced and discontinued.....	60,016.00
Total annual allowances for clerk hire at first, second, third, and fourth class offices June 30, 1902.....	15,838,001.00
Allowances for temporary clerk hire.....	124,670.21
Allowances for substitutes for clerks on vacation.....	149,469.71
Allowances for assistant postmasters.....	1,639,200.00
Allowances for assistant postmasters reduced and discontinued.....	40,200.00
Total annual allowances for assistant postmasters.....	1,599,000.00
Allowances for rent, fuel, and light made first, second, and third class offices.....	254,083.00
Allowances for rent, fuel, and light continued from last year.....	2,047,767.00
Total annual allowances for rent, fuel, and light.....	2,301,850.00
Allowances for rent, fuel, and light reduced and discontinued.....	40,689.00
Total annual allowances for rent, fuel, and light, June 30, 1902.....	2,261,161.00
Allowances for miscellaneous items and furniture made first and second class offices..	255,539.40
Allowances for cancelling machines made first and second class offices.....	198,322.09
Allowances for advertising made first and second class offices.....	22,858.56
Allowances for letterpresses and typewriters, Money-Order Service.....	9,999.31
Post-offices and stations in leased buildings.....	1,359
Amount involved for rent of leased buildings.....	1,207,489.00
Rosters of clerks at first and second class offices approved.....	1,352
Letters received.....	152,157
Letters sent.....	138,306

ADJUSTMENT OF SALARIES OF POSTMASTERS AT PRESIDENTIAL POST-OFFICES.

Salaries of postmasters at first, second, and third class (Presidential) post-offices are adjusted annually under the act of Congress approved March 3, 1883. In compliance with this provision, the nineteenth annual adjustment was made on the basis of the gross receipts of the respective offices for the four quarters ended March 31, 1902, to take effect July 1, 1902.

The following tables show the result of the revision:

Statement showing the number of Presidential post-offices (arranged by classes) in each State and the aggregate salaries of postmasters on July 1, 1902.

State or Territory.	First class.		Second class.		Third class.		Total.	
	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.
Alabama.....	3	\$9,900	8	\$18,300	38	\$54,500	49	\$82,700
Alaska.....					4	6,300	4	6,300
Arizona.....			4	9,900	16	22,500	20	32,400
Arkansas.....	1	3,300	9	22,100	45	63,800	55	89,200
California.....	7	25,700	33	77,400	105	151,800	145	254,400
Colorado.....	8	11,500	20	45,800	30	44,600	58	101,900
Connecticut.....	9	29,500	19	46,300	57	86,600	85	162,400
Delaware.....	1	3,300	1	2,100	13	18,800	15	24,200
District of Columbia.....	1	6,000			1	1,100	2	7,100
Florida.....	1	3,300	11	24,900	27	38,400	39	66,600
Georgia.....	4	13,900	15	34,200	47	67,500	66	115,600
Hawaii.....	1	3,100	1	2,000	2	2,400	4	7,500
Idaho.....			5	11,300	21	28,700	26	40,000
Illinois.....	15	50,700	69	160,600	219	313,200	303	624,500
Indiana.....	12	39,800	54	125,400	113	159,200	179	324,400
Indian Territory.....			4	9,200	27	37,900	31	47,100
Iowa.....	11	35,600	48	108,800	207	298,900	266	438,300
Kansas.....	4	13,100	30	70,600	118	167,900	152	251,600
Kentucky.....	4	14,600	15	34,600	55	76,800	74	126,000
Louisiana.....	2	8,100	6	14,100	30	42,600	38	64,800
Maine.....	4	13,100	16	36,900	52	75,100	72	125,100
Maryland.....	1	6,000	8	19,200	25	37,000	34	62,200
Massachusetts.....	19	64,400	66	155,400	97	143,400	182	363,200
Michigan.....	11	38,200	53	124,200	156	220,000	220	382,400
Minnesota.....	4	18,400	19	44,400	133	191,100	156	253,900
Mississippi.....			10	24,200	48	68,800	58	93,000
Missouri.....	4	18,600	32	73,800	128	178,600	164	271,000
Montana.....	2	6,300	7	17,000	22	30,700	31	54,000
Nebraska.....	3	10,600	12	27,900	106	149,900	121	188,400
Nevada.....			1	2,400	9	12,900	10	15,300
New Hampshire.....	2	6,400	16	36,400	35	49,200	53	92,000
New Jersey.....	15	50,100	45	108,700	66	95,000	126	253,800
New Mexico.....			4	9,000	10	15,200	14	24,200
New York.....	26	95,800	111	263,100	248	360,700	385	719,600
North Carolina.....	4	12,400	11	25,800	52	74,400	67	112,600
North Dakota.....	1	8,100	6	13,000	35	49,800	42	65,900
Ohio.....	14	52,100	70	166,800	163	238,200	247	457,100
Oklahoma.....	1	3,100	9	20,300	27	39,600	37	63,000
Oregon.....	1	3,600	8	18,300	30	40,600	39	62,500
Pennsylvania.....	16	57,700	105	249,700	226	330,900	347	638,300
Porto Rico.....			2	4,900	2	3,000	4	7,900
Rhode Island.....	3	10,200	5	11,900	15	20,500	23	42,600
South Carolina.....	2	6,400	5	11,500	31	46,900	38	64,800
South Dakota.....	1	3,000	9	20,400	48	66,000	58	89,400
Tennessee.....	4	14,100	7	16,100	49	70,900	60	101,100
Texas.....	8	26,400	32	78,300	142	204,700	182	304,400
Utah.....	1	3,500	3	7,400	13	16,600	17	27,500
Vermont.....	1	3,200	10	24,600	35	53,200	46	81,000
Virginia.....	4	13,800	15	36,600	50	72,500	69	122,400
Washington.....	3	10,200	10	22,900	40	56,800	53	89,900
West Virginia.....	3	9,300	11	25,800	39	55,000	53	90,100
Wisconsin.....	5	19,100	36	85,000	113	163,600	154	267,700
Wyoming.....			4	8,900	11	15,200	15	24,000
Total.....	242	860,000	1,110	2,603,300	3,431	4,924,000	4,783	8,377,300

Statement showing the number of Presidential post-offices (arranged by classes) in each State on July 1, 1902, and aggregate receipts for four quarters ended March 31, 1902.

State or Territory.	First class.		Second class.		Third class.		Total.	
	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.
Alabama.....	3	\$302,559	8	\$109,848	38	\$145,292	49	\$557,699
Alaska.....					4	20,310	4	20,310
Arizona.....			4	70,577	16	58,960	20	129,537
Arkansas.....	1	102,400	9	176,005	45	163,038	55	441,443
California.....	7	1,861,188	33	496,800	105	403,041	145	2,761,029
Colorado.....	3	726,338	20	275,314	30	122,061	53	1,123,713
Connecticut.....	9	1,081,250	19	327,611	57	241,044	85	1,649,905
Delaware.....	1	106,072	1	9,534	13	48,953	15	164,559
District of Columbia.....	1	804,497			1	2,350	2	806,847
Florida.....	1	104,829	11	156,259	27	100,230	39	361,368
Georgia.....	4	705,200	15	206,550	47	177,735	66	1,089,485
Hawaii.....	1	59,265	1	8,156	2	5,001	4	72,422
Idaho.....			5	66,849	21	70,666	26	136,515
Illinois.....	15	9,398,231	69	1,004,564	219	823,551	303	11,226,346
Indiana.....	12	1,277,174	54	753,727	113	403,029	179	2,433,930
Indian Territory.....			4	48,557	27	93,983	31	142,550
Iowa.....	11	1,078,146	48	687,139	207	661,435	266	2,376,720
Kansas.....	4	387,581	30	454,322	118	436,651	152	1,278,554
Kentucky.....	4	743,532	15	219,570	55	197,869	74	1,160,971
Louisiana.....	2	583,870	6	83,187	30	113,325	38	780,382
Maine.....	4	441,229	16	232,769	52	197,235	72	871,233
Maryland.....	1	1,308,334	8	140,008	25	98,645	34	1,546,987
Massachusetts.....	19	5,201,467	66	1,019,079	97	391,493	182	6,612,039
Michigan.....	11	1,756,814	53	785,379	156	561,617	220	3,103,810
Minnesota.....	4	1,632,194	19	265,718	133	508,106	156	2,406,018
Mississippi.....			10	187,493	48	186,059	58	373,552
Missouri.....	4	3,418,602	32	453,344	128	450,353	164	4,322,299
Montana.....	2	127,315	7	116,348	22	79,517	31	323,180
Nebraska.....	3	652,988	12	167,853	106	388,499	121	1,209,290
Nevada.....			1	13,979	9	33,399	10	47,378
New Hampshire.....	2	136,216	16	225,924	35	125,311	53	487,451
New Jersey.....	15	1,726,802	45	751,249	66	256,634	126	2,734,685
New Mexico.....			4	51,610	10	41,539	14	93,149
New York.....	26	16,480,185	111	1,744,400	248	973,172	385	19,197,737
North Carolina.....	4	202,050	11	174,168	52	278,613	67	654,831
North Dakota.....	1	45,814	6	73,699	35	124,602	42	244,115
Ohio.....	14	4,326,483	70	1,106,391	163	642,833	247	6,074,697
Oklahoma.....	1	49,321	9	116,360	27	107,691	37	273,372
Oregon.....	1	249,176	8	98,886	30	104,752	39	452,813
Pennsylvania.....	16	6,537,784	106	1,670,904	226	896,912	317	9,104,600
Porto Rico.....			2	38,006	2	8,139	4	46,145
Rhode Island.....	3	567,888	5	83,745	15	50,732	23	702,365
South Carolina.....	2	151,176	5	68,898	31	134,512	38	354,086
South Dakota.....	1	41,280	9	107,775	48	163,815	58	312,850
Tennessee.....	4	759,454	7	96,689	49	189,658	60	1,045,801
Texas.....	8	856,576	32	442,330	142	537,482	182	1,836,388
Utah.....	1	159,525	3	58,272	13	39,762	17	257,559
Vermont.....	1	70,558	10	187,701	35	150,346	46	408,606
Virginia.....	4	546,073	15	275,925	50	190,987	69	1,012,985
Washington.....	3	425,242	10	133,794	40	143,919	53	702,365
West Virginia.....	3	187,255	11	161,670	39	147,151	53	496,076
Wisconsin.....	5	1,156,989	36	664,418	113	355,302	154	2,176,709
Wyoming.....			4	46,080	11	37,766	15	83,846
Total.....	242	68,586,832	1,110	16,862,822	3,431	12,884,137	4,783	98,286,791

REPORT OF THE POSTMASTER-GENERAL.

Statement showing the increases in salaries of postmasters on July 1, 1902.

From—	To—	Number.	From—	To—	Number.	From—	To—	Number.
\$1,000	\$1,100	99	\$1,700	\$1,900	7	\$2,500	\$2,600	56
1,000	1,200	26	1,700	2,000	10	2,500	2,700	8
1,000	1,300	10	1,700	2,100	3	2,500	3,000	1
1,000	1,400	2	1,700	2,200	1	2,600	2,700	21
1,000	1,500	1	1,700	2,300	1	2,600	2,800	1
1,100	1,200	169	1,700	2,400	1	2,600	3,100	1
1,100	1,300	33	1,800	1,900	78	2,700	2,800	26
1,100	1,400	8	1,800	2,000	23	2,700	2,900	3
1,100	1,500	1	1,800	2,100	1	2,800	2,900	21
1,200	1,800	137	1,800	2,200	1	2,800	3,000	4
1,200	1,400	42	1,900	2,000	61	2,800	3,100	2
1,200	1,500	9	1,900	2,100	4	2,900	3,000	14
1,200	1,600	1	1,900	2,200	3	2,900	3,100	2
1,300	1,400	159	1,900	2,300	1	3,000	3,100	13
1,300	1,500	25	2,000	2,100	63	3,100	3,200	12
1,300	1,600	3	2,000	2,200	21	3,200	3,300	16
1,400	1,500	177	2,000	2,300	6	3,300	3,400	6
1,400	1,600	16	2,100	2,200	37	3,400	3,500	5
1,400	1,700	2	2,100	2,300	15	3,500	3,600	2
1,500	1,600	139	2,100	2,400	1	3,600	3,700	4
1,500	1,700	14	2,200	2,300	60	3,700	3,800	1
1,500	1,800	4	2,200	2,400	8	3,800	3,900	2
1,600	1,700	143	2,300	2,400	50	4,000	5,000	5
1,600	1,800	13	2,300	2,500	6	5,000	6,000	1
1,600	1,900	2	2,400	2,500	44			
1,700	1,800	104	2,400	2,600	3			

Increases: 1,719 at \$100; 269 at \$200; 61 at \$300; 9 at \$400; 5 at \$500; 1 at \$600; 6 at \$1,000; total, 2,070, \$256,700.

Statement showing the decreases in salaries of postmasters on July 1, 1902.

From—	To—	Number.	From—	To—	Number.	From—	To—	Number.
\$1,100	\$1,000	14	\$1,700	\$1,600	14	\$2,400	\$2,300	5
1,200	1,100	15	1,700	1,500	1	2,400	2,100	1
1,200	1,000	1	1,800	1,700	8	2,400	2,000	1
1,300	1,200	26	1,800	1,400	1	2,500	2,400	2
1,300	1,100	4	1,900	1,800	5	2,500	2,300	1
1,300	1,000	1	2,000	1,900	1	2,800	2,700	4
1,400	1,300	30	2,100	2,000	2	3,000	2,800	1
1,400	1,200	4	2,200	2,100	12	3,000	2,700	1
1,400	1,100	1	2,200	1,800	1	3,300	3,200	1
1,500	1,400	25	2,800	2,200	10	3,300	3,100	1
1,500	1,300	1	2,800	2,100	1	3,700	3,600	1
1,600	1,500	21	2,800	2,000	1			
1,600	1,400	2	2,300	1,900	1			

Decreases: 196 at \$100; 17 at \$200; 5 at \$300; 4 at \$400. Total, 222, \$26,100.

Statement showing the number of Presidential post-offices, by classes, July 1, 1902, the aggregate of salaries, and the total gross receipts March 31, 1902.

Class.	Number of offices.	Salaries of postmasters.	Total gross receipts four quarters ended Mar. 31, 1902.
First.....	242	\$850,000	\$68,536,832
Second.....	1,110	2,603,300	16,862,822
Third.....	3,431	4,924,000	12,844,137
Total.....	4,783	8,377,300	98,283,791

The following table shows the result of the revision:

First-class post-offices:	
Number June 30, 1902.....	220
Second class advanced to first class July 1, 1902.....	24
First class relegated to second class July 1, 1902.....	2
Number July 1, 1902.....	242

Second-class post-offices:

Number June 30, 1902	1,025
First class relegated to second class July 1, 1902	2
Second class relegated to third class July 1, 1902	3
Second class advanced to first class July 1, 1902	24
Third class advanced to second class July 1, 1902	110
Number July 1, 1902	1,110

Third-class post-offices:

Number June 30, 1902	3,495
Third class relegated to fourth class July 1, 1902	12
Third class advanced to second class July 1, 1902	110
Second class relegated to third class July 1, 1902	3
Fourth class advanced to third class July 1, 1902	55
Number July 1, 1902	3,431

First class July 1, 1902	242
Second class July 1, 1902	1,110
Third class July 1, 1902	3,431

Total Presidential offices July 1, 1902..... 4,783

Summary of adjustments of salaries of postmasters at Presidential offices July 1, 1901, and July 1, 1902, showing in detail the net increase in the number of post-offices and the salaries of said postmasters.

Date.	Number of offices.	Aggregate salaries of postmasters.
July 1, 1901.....	4,489	\$7,836,000
July 1, 1902.....	4,783	8,377,300
Increase	294	541,300

This increase is shown in detail as follows:

Date.	Number of offices.	Aggregate salaries of postmasters.
Total number of first, second, and third class post-offices whereat increases were made July 1, 1902.....	2,070	\$256,700
New Presidential offices during the fiscal year:		
October 1, 1901.....	69	74,600
January 1, 1902.....	152	162,800
April 1, 1902.....	45	48,200
July 1, 1902.....	56	59,600
Total.....	321	345,200
Grand total of increase		601,900
REDUCTIONS.		
Relegated to fourth class July 1, 1902.....	12	12,400
By reductions at 222 offices July 1, 1902.....		26,100
By Presidential offices discontinued:		
Orange Valley, N. J., July 2, 1901.....	1	1,700
West Orange, N. J., July 2, 1901.....	1	2,200
Winoski, Vt., August 1, 1901.....	1	1,300
Irvington, N. J., August 1, 1901.....	1	1,700
Chestnut Hill, Mass., October 1, 1901.....	1	1,600
Clayton, Mo., December 1, 1901.....	1	1,000
Kirkwood, Mo., December 1, 1901.....	1	1,700
Webster Groves, Mo., December 1, 1901.....	1	1,500
Athol Center, Mass., February 1, 1902.....	1	1,400
Dunmore, Pa., February 1, 1902.....	1	1,600
Bennett, Pa., March 1, 1902.....	1	1,400
Etna, Pa., March 1, 1902.....	1	1,400
Avondale, Ala., May 1, 1902.....	1	1,100
Woodlawn, Ala., May 1, 1902.....	1	1,000
Longbranch City, N. J., June 1, 1902.....	1	1,500
Total decrease	27	60,800
Net increase during year	294	541,300

The following table shows the result of the annual readjustment of postmasters' salaries for each year since July 1, 1893:

	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
Number of Presidential offices on July 1.....	3,340	3,402	3,491	3,651	3,783	3,821	4,014	4,290	4,489	4,783
Second-class offices advanced to first-class on July 1.....	14	4	11	11	2	10	17	15	12	24
Third-class offices advanced to second class on July 1.....	43	26	63	68	33	64	91	110	98	110
Fourth-class offices advanced to third class year ended July 1.....	207	124	139	192	139	111	215	284	238	321
First-class offices relegated to second class July 1.....	1	6	1	.....	2	3	.....	1	.....	2
Second-class offices relegated to third class on July 1.....	12	33	18	12	24	15	6	7	1	3
Third-class offices relegated to fourth class July 1.....	39	49	39	22	47	17	15	11	7	12
Presidential offices discontinued during year ended July 1.....	5	13	11	10	10	6	3	8	17	15
Increased salaries at Presidential offices on July 1:										
Number.....	1,121	694	1,061	1,415	704	1,475	1,709	1,914	1,771	2,070
Amount.....	\$138,000	\$80,200	\$133,100	\$169,100	\$82,100	\$186,500	\$213,800	\$236,100	\$210,300	\$256,700
Reduced salaries at Presidential offices on July 1:										
Number.....	284	701	391	250	575	299	211	171	249	222
Amount.....	\$36,600	\$37,900	\$50,400	\$30,000	\$65,000	\$35,600	\$25,200	\$22,300	\$23,400	\$26,100
Average salary of postmasters on July 1.....	\$1,697	\$1,681	\$1,689	\$1,699	\$1,688	\$1,711	\$1,726	\$1,734	\$1,742	\$1,751

This table illustrates the growth of our postal service during the last seven years.

	1895.	1902.
Number of Presidential offices July 1.....	3,402	4,783
Second-class offices advanced to first class.....	4	24
Third-class offices advanced to second class.....	26	110
Fourth-class offices advanced to third class.....	124	321
First-class offices relegated to second class.....	6	2
Second-class offices relegated to third class.....	33	3
Third-class offices relegated to fourth class.....	49	12
Presidential offices discontinued.....	13	15
Increased salaries, Presidential offices.....	\$80,200	\$256,700
Number of above offices.....	694	2,070
Reduced salaries, Presidential offices.....	\$37,900	\$26,100
Number of above offices.....	701	222
Average salary of postmasters July 1.....	\$1,681	\$1,751

During the past seven years the number of Presidential offices has increased from 3,402 to 4,783; second-class offices advanced to first class, 24, in 1902, as against 4 in 1895; third-class offices advanced to second class, 110, in 1902, as against 26 in 1895; first-class offices relegated to second class in 1895, 6, as against 2 in 1902; second-class offices relegated to third class in 1895, 33, in 1902, 3; third-class offices relegated to fourth class in 1895, 49, and in 1902, 12.

These figures show that there is a steady and unprecedented growth in the postal service.

IRREGULAR SALES OF POSTAGE STAMPS AND STAMPED PAPER.

The Department has always endeavored to secure postmasters whose friends would not sacrifice the public interest for the postmasters' private gain, and whose compensation would be regulated by the business that properly belonged to their offices. Many violations of this rule have been followed by the removal of the offending postmasters, but there is ample evidence at hand to demonstrate that quite a number of postmasters (particularly those at post-offices contiguous to great business and commercial centers) are actively engaged in the irregular sale of postage stamps. Many of these postmasters enjoy liberal salaries and clerk hire and miscellaneous allowances, when, as a matter of fact, their post-offices do not actually perform the amount of service commensurate therewith. Some of the larger post-offices are now provided with printing plants, and if the postmasters thereat were required when in receipt of their supplies of postage stamps to imprint or surcharge the same with the name of their post-offices, the stamps would not readily meet with sale elsewhere. It was at first proposed that the stamps should be surcharged or indorsed at the place of manufacture, but objection was then made that it would require too much additional storage capacity at the factory. The plan outlined would entirely overcome the objection made.

ESTIMATES FOR POSTMASTERS' SALARIES.

The estimates, appropriations, and expenditures for salaries of postmasters for the last two fiscal years, together with the estimate and appropriation for the current fiscal year, are shown by the following table:

Year.	Estimate.	Appropriation.	Expenditure.
1900-1901.....	\$17,000,000	\$18,000,000	\$19,949,515
1901-2.....	18,000,000	20,000,000	20,788,920
1902-3.....	20,000,000	21,000,000	.....

It is recommended that an appropriation of \$21,500,000 be requested to cover compensation to postmasters for the fiscal year ending June 30, 1904, and that (as provided in last year's appropriation) any portion thereof saved by consolidation of post-offices under the law be made available for the payment of salaries of superintendents and clerks at stations established in lieu of the post-offices thus discontinued.

For compensation to assistant postmasters at first and second class post-offices:

Present.			Proposed.		
Number.	Salary.	Amount.	Number.	Salary.	Amount.
1	\$3,500	\$3,500	1	\$4,000	\$4,000
17	3,000	51,000	17	3,000	51,000
2	2,500	5,000	6	2,500	15,000
4	2,000	8,000	4	2,000	8,000
10	1,900	19,000	14	1,900	26,600
20	1,800	36,000	20	1,800	36,000
30	1,700	51,000	35	1,700	59,500
75	1,600	120,000	85	1,600	136,000
80	1,500	120,000	100	1,500	150,000
70	1,400	98,000	80	1,400	112,000
130	1,300	169,000	150	1,300	195,000
270	1,200	324,000	300	1,200	360,000
270	1,100	297,000	310	1,100	341,000
400	1,000	400,000	400	1,000	400,000
1,879	.....	1,701,500	1,516	.....	1,894,100

CLERKS AT FIRST AND SECOND CLASS POST-OFFICES.

On July 1, last, every known capable and energetic clerk receiving a salary of \$300, \$400, \$500, \$600, \$700, \$800, and \$900, who had been one year in the postal service or in these grades for a similar period, received a substantial increase in his salary (\$100 being the minimum), as follows:

Clerks.	Receiv- ing—	Advanced to—
117	\$300	\$400
443	400	500
1,016	500	600
2,200	600	700
1,750	700	800
2,100	800	900
1,700	900	1,000
1,800	1,000	1,100
144	1,100	1,200
198	1,200	1,300
176	1,300	1,400
11,144	.....	.....

Thus, out of about 12,000 promotions made by the Department to date, more than 11,000 clerks were promoted in the lower grades, as above shown.

The postal service at this writing, it can be asserted, is on a most substantial basis; the clerks are willing and efficient, and the mails are better and more intelligently handled than ever. In the larger first-class post-offices the clerks are not working in excess of eight hours, and in New York and Chicago, where for some years past more or less congestion had existed, the mails are being dispatched earlier by several hours than heretofore.

With the continued growth of business, however, it will be impossible, to maintain these conditions without a substantial increase in the appropriation, and it is therefore recommended that an appropriation of \$18,101,900 for clerk hire at first and second class post-offices be requested.

This is an increase of \$1,412,100 over the present appropriation, and provides for 2,285 additional clerks. The changes proposed are shown as follows:

Grades.	Present number.	Amount.	Proposed number.	Amount.
\$100	1,300	\$130,000	1,000	\$100,000
200	350	70,000	350	70,000
300	250	75,000	250	75,000
400	100	40,000	200	80,000
500	2,120	1,060,000	300	400,000
600	3,200	1,600,000	4,200	2,520,000
700	1,000	700,000	2,300	1,610,000
800	3,900	3,120,000	4,000	3,200,000
900	1,900	1,710,000	2,500	2,250,000
1,000	2,100	2,100,000	2,300	2,300,000
1,100	1,100	1,210,000	1,500	1,650,000
1,200	1,400	1,680,000	1,400	1,680,000
1,300	300	390,000	400	520,000
1,400	250	350,000	350	490,000
1,500	110	165,000	110	165,000
1,600	110	176,000	110	176,000
1,700	125	212,500	125	212,500
1,800	80	144,000	60	108,000
2,000	75	150,000	80	160,000
2,100	7	14,700	16	33,600
2,200	30	66,000	30	66,000
2,400	25	60,000	25	60,000
2,500	10	25,000	10	25,000
2,600	25	65,000	30	78,000
2,700	14	37,800	20	54,000
3,000	2	6,000	2	6,000
3,200	4	12,800	4	12,800
Total	19,887	15,689,800	22,172	18,101,900

CLERKS AT FIRST AND SECOND CLASS POST-OFFICES.

Allowances for clerks in post-offices of the first and second classes and stations connected therewith.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1893-94.....	\$8,860,000	\$8,810,000	\$450,000	5.38	\$8,736,011	\$394,368	4.73
1894-95.....	9,700,000	9,700,000	890,000	10.10	9,429,623	693,512	7.94
1895-96.....	10,100,000	10,100,000	400,000	4.12	9,963,992	534,469	5.77
1896-97.....	10,500,000	10,400,000	300,000	2.97	10,382,061	418,069	4.20
1897-98.....	11,000,000	10,600,000	200,000	1.92	10,598,329	216,268	2.06
1898-99.....	11,300,000	11,100,000	500,000	4.72	11,094,179	496,850	4.68
1899-1900.....	11,800,000	11,498,000	398,000	3.59	11,496,617	402,438	3.61
1900-1901.....	11,656,900	11,704,700	206,700	1.79	11,723,514	226,877	1.97
1901-2.....	13,300,000	13,038,700	1,324,000	11.40	13,048,963	1,325,439	11.36
1902-3.....	14,878,200	15,689,800	2,661,100	20.33			
Total.....			7,329,800			4,707,250	
Average.....			732,980			623,028	

^a Including \$20,665 obtained from postmasters' salaries at post-offices consolidated with other post-offices.

^b Including \$14,449 obtained from postmasters' salaries at post-offices consolidated with other post-offices.

CLERK HIRE AND SEPARATING MAILS AT THIRD AND FOURTH CLASS POST-OFFICES.

The Department has repeatedly recommended to Congress that a small allowance for clerk hire or a deputy postmaster be allowed postmasters of offices of the third class when it has been satisfactorily demonstrated that the postmaster by devoting his entire time to the duties of the office can not, unaided, meet the public demands. It is obvious that no one person can continuously, without relief, keep a post-office open during the hours required by the Department, and it is equally clear that many of the larger third-class post-offices require at times more than two persons. There are 1,680 post-offices at which the salaries of the postmasters range from \$1,500 to \$1,900 per annum, at many of which postmasters have no allowances whatever. It is recommended that when the postmaster does not "farm" out his post-office—that is, when he devotes his entire time to the duties of the office and can not, without assistance, render a prompt and satisfactory service—he be allowed one regular clerk at a salary not to exceed \$500, upon proper authorization by this Department.

Statement of transactions in separating clerk hire during the year ended June 30, 1902.

Items.	Amount.
Separating clerk hire standing June 30, 1901.....	\$930,602
Allowances made during the year.....	169,615
Temporary allowances made.....	32,817
Allowances reduced and discontinued.....	60,016
Net increase during the year.....	109,599

It is recommended that an appropriation of \$1,300,000, an increase of \$200,000, be requested.

TEMPORARY CLERK HIRE.

The regular clerk hire appropriation under the present segregation, not being available for temporary or emergency clerk hire at the larger

post-offices, it is recommended that this appropriation covering temporary clerk hire at first and second class post-offices be made \$200,000, an increase of \$25,000.

SUBSTITUTES FOR CLERKS ON VACATION.

This appropriation has enabled the Department to provide substitutes for about all of the clerks in second-class post-offices and some of the clerks in the smaller first-class post-offices during their vacations. With the increased force allowed July 1, 1902, however, it will be necessary to increase same. Hence it is recommended that an appropriation of \$200,000, an increase of \$25,000, be requested.

PROVIDING FOR PRESIDENTIAL POST-OFFICES.

The annual adjustment of postmasters' salaries for the present fiscal year, under the act of Congress approved March 3, 1883, resulted in assigning 4,783 offices to the Presidential class. These offices, together with the stations connected with first and second class post-offices, and offices that may be advanced to the Presidential class during the present fiscal year, estimated at 350, are to be provided for out of this appropriation. As shown in statement under the head of "Leases," 250 post-offices are in Government buildings, and these offices should be excluded, leaving 4,883 post-offices to be provided with rent, light, and fuel.

LEASES FOR POST-OFFICES.

On June 30, 1902, there were 1,245 post-offices of the first and second classes. Of this number 250 are in Government buildings and 842 in buildings leased to the Government. Three hundred and seven stations of first and second class post-offices and 210 post-offices of the third class are in leased buildings, a total of 1,359. The annual rental of these buildings on June 30, 1902, amounted to \$1,207,439.

Class.	Number of post-offices in Government buildings.	Leased premises.	
		Number.	Rental.
First class	161	55	\$94,027
Stations	1	293	504,322
Second class	89	787	532,347
Stations	1	14	4,721
Third class	22	210	72,022
Fourth class	1	.....	.....
Total	275	1,359	1,207,439

The rapid growth of the rural free-delivery service affects the rent, fuel, and light appropriation perhaps more than any other single appropriation made the Post-Office Department by Congress. Many smaller post-offices are being discontinued and the work merged with some central office, which at once becomes a Presidential office and therefore entitled under the law to a reasonable allowance for rent, fuel, and light. These rural free-delivery centers are seldom established with fewer than three or four rural carriers, and the additional room and other facilities needed make the demands upon this appropriation almost continuous and frequently beyond the limit fixed by law.

When the buildings contemplated in the omnibus public building bill of the last Congress are made ready for occupancy they will undoubtedly save this appropriation, but there is no prospect of any of these buildings being occupied before from four to seven years.

In this connection it is desired to call the attention of Congress to the amounts of rentals paid for station premises at the twenty largest post-offices, as follows:

New York, N. Y	\$224, 410	Buffalo, N. Y	\$5, 070
Chicago, Ill	89, 036	Cleveland, Ohio	5, 110
Philadelphia, Pa	39, 850	Detroit, Mich	4, 880
Boston, Mass	46, 585	Kansas City, Mo	4, 972
St. Louis, Mo	3, 010	Minneapolis, Minn	4, 070
Brooklyn, N. Y	30, 460	Washington, D. C	9, 010
Cincinnati, Ohio	5, 680	Milwaukee, Wis	2, 775
Baltimore, Md	5, 460	St. Paul, Minn	3, 550
Pittsburg, Pa	7, 740	New Orleans, La	3, 400
San Francisco, Cal	17, 931	Louisville, Ky	1, 990

If Congress were to authorize the purchase of public-building sites for these stations, as under the public-building act, within a period of ten years there would be no occasion whatever for the payment of rentals for station purposes. In our larger cities the municipal governments have long since seen the wisdom and necessity of selecting permanent sites and erecting thereon suitable buildings for their police and fire departments, as have also the express companies; and as the postal service and its necessities have become permanently fixed, the selection of permanent homes for our station service would seem to be demanded in the interest of business prudence and economy.

It is recommended that an appropriation of \$2,500,000, an increase of \$150,000, for rent, fuel, and light be requested.

FOR MISCELLANEOUS AND INCIDENTAL ITEMS.

For necessary miscellaneous and incidental items directly connected with first and second class offices, including furniture, cleaning, electric motors and power, and all other items of expense not specifically provided for in other appropriations, \$250,000.

Provided, That the Postmaster-General, in his discretion, under such regulations as he shall prescribe, may authorize any postmasters of such offices to expend the fund he may allow them for such purposes without the written consent of the Postmaster-General.

Year.	Estimate.	Appropriation.			Expenditure.			
		Amount.	Increase.	Per cent.	Amount.	Increase.	Decrease.	Per cent.
1893-94	\$140, 000	\$125, 000	\$15, 000	13. 64	\$111, 688	\$4, 377	.....	4. 08
1894-95	140, 000	140, 000	15, 000	12	120, 371	8, 688	.....	7. 77
1895-96	150, 000	150, 000	10, 000	6. 67	111, 763	.....	\$8, 618	7. 16
1896-97	150, 000	150, 000	.....	.....	143, 616	31, 863	.....	28. 61
1897-98	150, 000	150, 000	.....	.....	147, 923	4, 307	.....	8
1898-99	200, 000	175, 000	25, 000	16. 67	171, 360	23, 437	.....	18. 85
1899-1900	200, 000	200, 000	25, 000	14. 34	199, 891	28, 531	.....	16. 65
1900-1901	250, 000	225, 000	25, 000	12. 50	224, 301	24, 410	.....	12. 21
1901-2	250, 000	250, 000	25, 000	11. 11	249, 861	25, 560	.....	11. 40
1902-3	250, 000	250, 000	.....	.....	.....	.....	.....	.....
Net average increase .....	.....	.....	14, 000	.....	.....	15, 839	.....	.....

ADVERTISING.

For advertising and the purchase of newspapers containing official advertisements contracted for under this appropriation, \$25,000.

CANCELING MACHINES.

There are now under rental—

Made by—	Number.	Rental.
International Postal Supply Company, New York, N. Y.....	250	\$400
Barry Postal Supply Company, Oswego, N. Y.....	75	150
Columbia Postal Supply Company, Silvercreek, N. Y.....	42	150
Barr-Fyke Machine Company, Kansas City, Mo.....	37	150
Pneumatic Cancellng Machine Company, Indianapolis, Ind.....	20	150
American Postal Machines Company, Boston, Mass.....	462	110

and in addition 200 Doremus automatic hand-power machines were purchased at \$225 each for post-offices where electric current was either too expensive or unavailable during the post-office business hours. Many of the smaller first and second class post-offices receive and dispatch mails coincidently, and postmasters are obliged during such periods to practically close the windows to the public. A canceling machine not only relieves several clerks of the necessity of postmarking or back stamping letters by hand, but insures as well a uniform and legible postmark, and at the same time protects the Government by a thorough cancelation. In my judgment, the canceling machine is better than two or three clerks at times, and has grown to be an indispensable adjunct to a post-office. It is suggested that each post-office of the first and second classes be provided with one or more canceling machines.

It is recommended that an appropriation of \$300,000 be provided by Congress, and that payment for the motors and current therefor be made out of the miscellaneous and incidental appropriation. Many of the machines are run on an electric-meter basis, and with a small margin the Department is more or less embarrassed to keep such expenditures within the limits of the appropriation.

ASSISTANT SUPERINTENDENTS, SALARY AND ALLOWANCE DIVISION.

During the past year the assistant superintendents of this division have visited 778 post-offices, principally of the second and third classes, where the public accommodations and facilities have been greatly improved. Theretofore these post-offices had occupied quarters in connection with some other business, with decidedly primitive furniture, lock boxes, etc. In almost every instance post-offices were provided with exclusive quarters, fitted up with the latest improved furniture and equipment, and the public and press have commented upon the fact that the Department had at last given them post-offices in keeping with the importance and dignity of their localities.

Many of the larger first-class post-offices were visited during the past year after the postmasters' estimates had been submitted and same were carefully investigated before allowances were made.

It is recommended that an appropriation of \$24,220 for salaries and per diem for seven assistant superintendents, be granted—\$14,000 for salaries and \$10,220 per diem.

Recapitulation of estimates.

Items.	Present appropriation.	Average annual increase for past decade.	Estimate 1903-4.	Increase.
Compensation of postmasters..... (Any portion thereof saved by the consolidation of post-offices under existing law shall be available for the payment of salaries of superintendents and clerks at stations established in lieu of the post-offices thus discontinued.)	\$21,000,000	\$641,670	\$21,500,000	\$500,000
Assistant postmaster.....	1,701,500	.....	1,894,100	192,600
Clerk hire.....	15,689,800	732,980	18,101,900	2,412,100
Rent, fuel, and light.....	2,850,000	99,085	2,500,000	150,000
Clerk hire and separating mails at third and fourth class post-offices.....	1,100,000	.....	1,300,000	200,000
Temporary clerk hire.....	175,000	.....	200,000	25,000
Substitutes for clerks on vacation.....	175,000	.....	200,000	25,000
Necessary miscellaneous and incidental items connected with first and second class offices, including furniture, cleaning, and all other matters not specifically provided for in other appropriations.....	250,000	14,000	250,000	.....
Advertising and purchase of newspapers containing official advertisements contracted for under this appropriation.....	25,000	.....	25,000	.....
For rental or purchase of canceling machines.....	190,000	.....	300,000	110,000
Special agents and per diem.....	24,220	.....	24,220	.....
<i>Provided, That 5 per cent of the foregoing appropriation for the division of salaries and allowances of the First Assistant Postmaster-General's Office may be available interchangeably for expenditures on the objects named; but no one item of the appropriation shall thereby be increased more than 5 per cent.</i>				
Total.....	42,680,520	.....	46,295,220	3,614,700

FREE-DELIVERY SYSTEM.

Organization.—The General Superintendent of the Free-Delivery System, exercising a general supervision over the various branches of the service, devotes his time principally to the consideration of administrative policies, especially those affecting the growth and development of rural free delivery. The work of his immediate office is in charge of a chief clerk and a corps of expert stenographers and clerks.

The reorganization of the executive staff of the city-delivery service became effective July 1, 1901. The Superintendent, with offices in Washington, aided by three assistant superintendents, with headquarters at New York, Chicago, and San Francisco, has maintained a very efficient supervision of the service by a system of special inspections of free delivery in the large cities. The advantages gained from personal inspections by direct representatives of this office proved so marked that Congress, upon the recommendation of the Department, provided for an additional assistant superintendent from July 1, 1902. This addition to the force enables the office to expedite inspections and to obtain quick reports and action in important and emergent cases. The importance and necessity of these gradual additions to the executive force become apparent on the mere statement that the number of free-delivery offices and the force of letter carriers in cities have almost doubled within the last ten years.

During the year the administration of the rural free-delivery service was maintained from the general appropriation for "experimental rural free delivery." The temporary organization comprised a chief special agent, headquarters at Washington, 4 special agents in charge of divisions, 1 supervisor and 3 district supervisors, special agents, route inspectors, and temporary clerks.

Recognizing the fact that rural free delivery had passed the stage of experiment and become a permanent and expanding branch of the postal system, Congress at its last session made specific provision for this service in the legislative, executive, and judicial appropriation bill and the postal appropriation bill. All free-delivery clerks at Department headquarters are now provided for in the first-named appropriation, while the amount required for the executive officers, clerks at division headquarters, special agents, and route inspectors in the field is carried in the appropriation for the postal service. These provisions of the acts of Congress making appropriations for the current year became effective July 1, 1902. On this date a permanent executive staff of the rural delivery service was established under the following organization: A superintendent, a supervisor, with offices in the Post-Office Department, 7 special agents in charge of divisions, 60 special agents, 75 route inspectors, and 28 clerks and laborers at division headquarters. The eighth division is in charge of the assistant superintendent city delivery service, headquarters at San Francisco.

The supervision of rural free delivery is in the hands of men who have been identified with the service practically since the first experiment. They have helped to direct its growth and shape its development. As builders of the structure they are familiar with its every part. Therefore the permanent organization under their management will insure the further improvement of rural free delivery along lines of economy until its efficiency will have reached a degree of perfection not to be surpassed by any of the older branches of our postal system.

The chairman of the central board of examiners is a position also created by Congress to aid in carrying out the policy of the President set forth in Executive order of November 27, 1901, placing the entire rural service under the civil-service law. The board over which the chairman presides includes four other members selected from among the employees of the service. While the salaries and expenses of this board are borne by the Post-Office Department, the board itself is subject to the United States Civil Service Commission. The Department is also required to supply a corps of clerks to assist the central board of examiners in the marking of examination papers, the preparation of eligible registers, and the certification of persons selected for the position of rural carrier.

The supervision of the special-delivery service has been assigned to a competent clerk, assisted by three other clerks of known capabilities. This force forms the nucleus of what must become eventually a very important division of the service.

The propriety of having the supplies for both city and rural services handled in one subdivision, in charge of a clerk under the direct supervision of the general superintendent, has been fully supported by the experience of the past year.

On July 1, 1902, the examination and preliminary audit of all

accounts, city and rural, was assigned to a subdivision in charge of a clerk of many years' experience in the office of the Auditor for the Post-Office Department. Under his supervision are also kept the books of the free-delivery system, and promptly at the end of each week a statement is submitted to the general superintendent, showing the disbursements of the week and the balance available in each item of the various appropriations.

A summary of the employees in the executive offices of the free-delivery system shows a total force of 448, segregated as follows:

Executive officers, including General Superintendent, chief clerk, superintendent city delivery, superintendent rural free delivery, supervisor, chairman central board, assistant superintendents and special agents in charge of divisions	17
Clerks, messengers, and laborers at Washington	268
Clerks and laborers at division headquarters	28
Special agents	60
Route inspectors	75

CITY FREE-DELIVERY SERVICE.

Growth of service.—Entering upon the fortieth year of its operation, the city delivery service presents a record of remarkable expansion and growth during that period. It is the one branch of the Department with which the public is familiar in its smallest details, and has been aptly described as "the fingers of the Department."

With the ever-growing appreciation of the value of time and the universal endeavor to accomplish within a few days, or even hours, results which a short generation ago required weeks and months, the importance of the carrier service has grown enormously, and it is to be noted that the public—especially the business world—in evident recognition of the utility, not to say necessity, of the system, becomes more exacting each year in demanding more frequent deliveries and collections of the mails and the extension of the service to new territory.

Notwithstanding the large annual increase in the cost of improving and extending the system, the volume of increase in the daily mails is so great and constant that the percentage of cost of maintaining the service, as relating to gross receipts, shows no increase for the past several years; indeed, for the fiscal year just closed a decrease of nearly 1 per cent is recorded in the accompanying table.

The growth of our urban population has been so marked that although the cost of the employment of over 1,000 additional carriers was added during the past fiscal year, yet the cost of free delivery per capita for serving the 35,000,000 city patrons remains approximately 50 cents—an insignificant sum when weighed against the convenience and time-saving features of the service.

On the 1st of July, 1902, the system had been extended to 933 cities and towns, including 4 in our insular possessions, and the total number of uniformed carriers at that date was 17,785, as against 16,389 at the close of the previous fiscal year.

The following statement shows the operations of the free-delivery service from its establishment in 1863 to and including the fiscal year ended June 30, 1902:

Year.	Num- ber of offices.	In- crease.	Num- ber of car- riers.	In- crease.	Gross receipts.	In- crease.	Cost of service.	In- crease.	Cost to gross re- ceipts.	Ratio of cost per car- rier.
				<i>Per ct.</i>		<i>Per ct.</i>		<i>Per ct.</i>	<i>Per ct.</i>	
1863-64	66		685				\$317,063.20			\$462.86
1864-65	45		757				448,664.51			592.68
1865-66	46		863				589,236.41			682.77
1866-67	47		943				699,984.34			742.24
1867-68	48		1,198				995,984.59			831.33
1868-69	48		1,246				1,183,915.31			950.17
1869-70	51		1,262				1,230,079.85			903.14
1870-71	52		1,419				1,353,923.23			954.14
1871-72	52		1,443				1,383,965.76			970.43
1872-73	52		1,498				1,422,495.48			949.59
1873-74	87	35	2,049				1,802,696.41			979.79
1874-75	87		2,195				1,889,041.99			856.51
1875-76	87		2,269				1,981,186.51			873.15
1876-77	87		2,265				1,893,619.85			836.08
1877-78	87		2,275	0.4	\$12,117,820.24		1,821,166.96		15.05	801.84
1878-79	88	1	2,559	3.6	13,066,470.76	7.8	1,947,706.61	6	14.90	825.69
1879-80	104	16	2,228	13.9	15,082,166.65	15.4	2,363,693.14	21.4	15.66	879.31
1880-81	109	5	2,461	6.4	16,887,086.23	11.9	2,499,911.54	5.7	13.61	873.78
1881-82	112	3	3,115	8.8	19,414,772.80	14.9	2,622,262.74	4.9	13.51	842.45
1882-83	154	42	3,880	18.1	22,317,499.94	14.9	3,171,336.51	20.9	14.21	862.31
1883-84	159	5	3,890	5.7	21,596,020.06	3.2	3,504,206.52	10.4	16.22	891.82
1884-85	178	19	4,458	12	21,940,169.42	1.6	3,983,952.55	13.4	18.15	914.62
1885-86	181	3	4,441	11	22,629,826.66	3.1	4,312,306.70	9	19.06	890.58
1886-87	189	8	5,310	9.6	25,014,385.30	10.5	4,618,692.07	6.7	18.46	869.82
1887-88	358	169	6,346	19.3	29,459,943.33	13.7	5,422,356.36	17.4	18.40	854.45
1888-89	401	43	8,457	30.1	32,206,498.72	9.3	6,967,941.90	23.3	21.60	842.67
1889-90	454	53	9,166	9.7	36,648,000.49	13.8	7,976,202.72	14.6	21.21	879.79
1890-91	519	65	10,180	11.7	40,406,386.28	10.2	9,072,160.31	13.7	22.47	895.57
1891-92	568	49	10,737	5.8	44,031,728.77	9	9,968,892.67	9.9	22.68	928.27
1892-93	610	42	11,625	8.2	48,444,363.83	10	10,683,575.26	7	22.05	919.01
1893-94	610		11,786	.9	45,801,210.16	a 5.15	11,229,436.78	5.1	24.51	956.83
1894-95	604		12,714	8.2	49,128,621.42	7.2	12,135,544.93	8	24.70	964.50
1895-96	627	23	12,834	.94	52,567,624.42	7.7	12,713,861.41	4.7	24.18	970.59
1896-97	629	2	12,981	.75	52,741,470.37	.88	12,827,396.69	.88	24.32	991.98
1897-98	688	59	13,096	5.9	56,681,804.68	7.47	13,387,506.10	4.4	23.62	977.47
1898-99	735	47	14,556	4	61,807,916.82	9.04	13,900,800.00	3.9	22.50	975.43
1899-1900	796	61	15,322	7.48	66,775,903.86	8	14,512,190.04	4.4	21.73	979.78
1900-1901	866	71	16,389	6.96	74,295,394.67	11.26	15,752,600.00	8.55	21.20	961.17
1901-2	933	67	17,785	8.5	83,330,812.37	12.16	17,123,310.90	8.7	20.55	962.80

a Decrease.

NOTE.—Prior to the year 1877-78 the gross receipts of free-delivery offices were not reported separately by the Auditor.

New free-delivery offices.—During the year the free-delivery service was established at 67 offices, requiring the appointment of 210 carriers and making the total number of free-delivery offices in operation June 30, 1902, 933.

The following is a list of the free-delivery offices established during the year, with the number of carriers at each office:

Aberdeen, Wash	2	East Las Vegas, N. Mex	3
Athens, Ohio	2	Far Rockaway, N. Y	3
Bedford City, Va	2	Florence, Ala	3
Bluefield, W. Va	3	Gallipolis, Ohio	3
Blue Island, Ill	4	Gettysburg, Pa	3
Bowling Green, Ohio	3	Gloucester City, N. J	3
Bozeman, Mont	2	Goldsboro, N. C	3
Brainerd, Minn	3	Grafton, W. Va	4
Chicago Heights, Ill	4	Grand Junction, Colo	3
Clairmont, N. H	3	Great Barrington, Mass	3
Clarinda, Iowa	2	Greencastle, Ind	3
Conshohocken, Pa	3	Greenville, Tenn	2
Dover, N. J	4	Greenfield, Ind	3

Hartford City, Ind.....	3	Portland, Ind.....	2
Hempstead, N. Y.....	3	Port Richmond, N. Y.....	3
Hopkinsville, Ky.....	4	Provo City, Utah.....	3
Independence, Mo.....	3	Rochester, Pa.....	4
Iola, Kans.....	4	Rosebank, N. Y.....	3
Lagrange, Ill.....	4	Sandy Hill, N. Y.....	3
Litchfield, Ill.....	3	Sayre, Pa.....	3
Macon, Mo.....	3	Sharpsburg, Pa.....	4
Manhattan, Kans.....	2	Shawnee, Okla.....	3
Monroe, La.....	3	Shenandoah, Iowa.....	3
Mount Carmel, Pa.....	4	South Haven, Mich.....	3
Mount Holly, N. J.....	3	Stapleton, N. Y.....	5
Mount Vernon, Ill.....	3	Stoneham, Mass.....	4
Nanticoke, Pa.....	3	Terrell, Tex.....	3
Newton, N. J.....	3	Tompkinsville, N. Y.....	3
North Yakima, Wash.....	2	Visalia, Cal.....	3
Ocala, Fla.....	2	Ware, Mass.....	3
Pana, Ill.....	3	Waxahachie, Tex.....	3
Petaluma, Cal.....	3	Webster, Mass.....	4
Plymouth, Pa.....	6	Wellington, Kans.....	3
Portage, Wis.....	3		

It is estimated that the service will be extended to 72 offices during the current year, an item of \$90,000 having been appropriated by Congress for that purpose.

Separations from the service.—Five hundred and twenty-eight letter carriers were separated from the service during the year, the causes of separation being as follows:

For intoxication.....	48
For arrest for violation of postal laws and regulations.....	20
For gross violations of postal laws and regulations.....	89
For physical disabilities.....	8
Carriers deceased.....	132
Carriers resigned.....	231
Total.....	528

The following comparative statement shows the percentage of separations in all grades, including deaths and resignations, for the past nine years, or since the operation of the civil-service law was extended to all free-delivery offices:

	Per cent.		Per cent.
1893-94.....	6.3	1898-99.....	3
1894-95.....	4.9	1899-1900.....	2.9
1895-96.....	3.7	1900-1901.....	2.9
1896-97.....	2.5	1901-2.....	3
1897-98.....	2.9		

Removals for cause during the same period are summarized as follows:

	Per cent.		Per cent.
1893-94.....	4	1898-99.....	1.27
1894-95.....	3	1899-1900.....	1.17
1895-96.....	2.10	1900-1901.....	1.09
1896-97.....	1.06	1901-2.....	.88
1897-98.....	1.32		

It will be observed that there were 21 less removals from the service during the last year than during the year ended June 30, 1901, although there was an increase of about 1,400 in the total number of carriers. The fact that less than nine-tenths of 1 per cent of the carriers were removed from the service speaks well for the personnel of the carrier force throughout the country.

During the past year the efforts of postmasters, especially in the larger cities, have been redoubled to suppress the drink habit among their carriers. These efforts have proven remarkably effectual, not only in removing from the service carriers whose conduct and habits were calculated to disgrace it, but also in establishing a higher standard of efficiency.

The decrease in the percentage of removals above noted is evidence also that the spirit as well as the letter of the civil-service law has been closely observed. It is not believed that any other branch of the Government service, with an army of employees so widely scattered, shows a smaller ratio of separations from the service for cause.

No overtime by carriers.—The enforcement of the eight-hour law for letter carriers in such a manner as to prevent the making of overtime, and with due regard to economy, has proven a difficult and persistent problem, requiring constant vigilance.

It will be recalled that several years ago, before the full scope and effect of the eight-hour act had been defined, the carriers were habitually making overtime, and when the Federal courts ruled that carriers were entitled to pay for excess time the Government was called upon to reimburse them to the extent of three and three-quarter million dollars. After that experience the carriers' time schedules were carefully revised and regulations were promulgated fixing stringent penalties for making overtime.

In spite of these efforts and precautions, and the practical reorganization of the service to meet the new conditions, the tendency remained in many offices to attempt a continuation of the old practice. Had not this been checked, it would have resulted after a few years in a new accumulation of claims against the Government. The preventive rules were in every instance strictly enforced and carriers rigidly but impartially disciplined.

It is gratifying, therefore, to be able to report that the efforts in this direction have been eminently successful and that the system as operated during the past year is now practically free from overtime. No other feature of the service has so stubbornly resisted control from headquarters, and none requires more constant watchfulness.

In eradicating this overtime evil and thus insuring the Department against future payments of an unknown amount the services of the assistant superintendents in the field have proven a valuable factor.

To meet the demands of increased business in the large offices and the steady growth of nearly a thousand cities and towns, and at the same time keep the service at every stage within the eight-hour limit, renders it exceedingly difficult to make accurate estimates, a year in advance, on the cost of maintaining the system.

Whenever it is apparent, after a careful examination, that it is not possible to deliver the mails at any office with the present force of carriers within the eight hours, the Department has to choose between three methods for immediately relieving the situation—to wit, either to permit the making of overtime, curtail the service, or grant the office the necessary additional force to deliver and collect the mails within the eight-hour limit.

To adopt the first course would be to recognize the incurring of obligations of an indefinite amount, and at the same time open the door to extravagance, avarice, and possibly to fraud, as it would

encourage loitering for the purpose of piling up a claim that would some day have to be liquidated.

To reduce the number of deliveries causes dissatisfaction and brings vehement complaints.

On the other hand, by granting the allowance of additional force, sufficient to meet the growth and prevent overtime, the Department knows exactly what the cost will be, and the service is maintained at a high standard with no premium on loafing.

When therefore the appropriations for additional carriers have been exceeded, it is in every instance because of the prevalence of these conditions, admitting practically of no choice. The wisdom of this policy of rigidly keeping within the confines of the eight-hour enactment can not be questioned by anyone who will give the subject consideration. At the same time the impracticability, not to say impossibility, of accurately gauging the growth of a thousand cities and towns is so evident that there is always certain to be a margin of greater or less proportion between estimates and necessities.

Expediting delivery of mails.—The most frequent complaints to the Department, on the part of patrons, refer to the lateness of the first morning delivery of the mails. As nearly 50 per cent of the mails reach the great centers during the night it follows that in those cities the first morning delivery is of equal volume and of greater importance to the business patrons than all the other trips of the day combined. The time consumed by the carriers in routing their early morning mail, especially in the larger cities, is therefore a matter of vital importance to the success and value of the service in those cities. So great has been the congestion of this early morning mail that at many points the carriers were occupied two hours in routing it, and no other single feature of the work engendered so much dissatisfaction and complaint.

As a means of solving this growing problem from the most economical standpoint, the practice was inaugurated some two years ago of assigning expert carriers in several of the large cities to night duty to employ their time in the routing of arriving mails for those carriers serving heavy business routes. This plan, by relieving the carriers of the routing of mail, expedites the early morning delivery from twenty minutes to one hour. The experiment has proven a distinct success and is being extended to additional offices with most satisfactory results.

Reducing carriers' office time.—The time spent by the carriers in the office in routing and preparing their mail has an important bearing upon the work of actual delivery. Special attention has been given to this feature of the work and it is gratifying to report a marked improvement during the past year in the matter of office time.

It has been the aim to keep the carriers employed on their routes the greatest possible length of time during the eight hours consistent with their duties in the office. To this end the office work of carriers has been minimized and expedited by every means that offered. In cities where the office time of the carriers was above the general average, and a reduction of fifteen or twenty minutes per carrier was effected, it signifies a marked improvement in the service at such points.

The time schedules are carefully scrutinized at headquarters and the assistant superintendents in the field immediately notified when the office time seems excessive, and it is through the personal inspections by these officials that such excellent results have been attained in this feature of the work.

Efforts to make service uniform.—While the rules and regulations governing the service are general in character and designed to apply to all offices alike, yet there is marked variation in the method of applying these rules to the details of the work. This is notably the case in the large cities in regard to the carriers' schedules and the time of leaving the office. It frequently happens that the most expert and industrious carriers are ready to leave the office five or ten minutes before the scheduled time for leaving, but under a local—not to say literal—interpretation of the rules these carriers wait at their desks until the scheduled moment for leaving arrives, and then they depart in squads. This practice results in unnecessary loss of time at a period of the day when it is most valuable.

Particular attention has been given to these important details by the assistant superintendents in their inspections, with a view to the gradual breaking down of local practices of this character. To this end carriers are being instructed through their superintendents that they must leave the office immediately their mail is routed. The "going-out" schedule is intended as a maximum standard of the time when each carrier should be ready to start on his trip. If any carrier, through exceptional skill or other cause, can finish his office work and get out on the street before the scheduled time for leaving he is expected to do so. The service is thereby quickened and improved in that proportion.

The practice of carriers walking in squads and waiting for one another and conversing, and other essential details having a direct bearing upon the betterment of the service, are receiving attention, and great progress was made during the past year in bringing about uniformity of application and methods in these matters.

Mounted carrier service.—The delivery of mail by mounted carriers in many cities continues to be an important feature of the city delivery service. During the past year pressing demands from many offices have been made upon the Department for increase in the present allowances for horse hire. These urgent appeals have come from all sections of the country, and are in every instance based upon the rise in the cost of horse feed and, in the larger cities, also an increase in the cost of stabling and caring for the horses.

An investigation of these widespread complaints has shown that an advance in the price of horse provender has taken place during the past year. Throughout the Eastern and Middle States this advance seems to be general, and also prevails largely in the South and in the Northwestern sections. As it is not yet evident that this increase in the cost of maintaining horses is permanent in character, the office has declined to accede to these demands, especially as the appropriation was inadequate to meet more than a fraction of same. Cognizance has, however, been taken of these existing conditions in the estimates for the ensuing year, with a view to meeting the situation should the present prices for provender prove to be permanent or continue to advance.

The number of additional mounted carriers required to meet the rapid growth of the service has been unusually large during the past year. This is due in a great degree to the phenomenal spreading out of all the great cities and the additions of heretofore suburban territory to their municipal limits. As the population in these new dis-

tricts is always more or less widely scattered for the first few years, these numerous consolidations have necessitated the employment of carriers with vehicles, in order to adequately and economically serve the territory. One carrier thus mounted can serve a district that otherwise would require two foot carriers, and experience has demonstrated that the mounted carrier has become a permanent feature of the free-delivery system. The extent of the mounted service is shown by the following figures:

Number of offices having an allowance for horse hire.....	439
Number of carriers mounted at free-delivery offices.....	1,849

It is rather a curious fact that in some of our cities, notably in the South, the custom still prevails of carriers delivering mail on horse-back through thickly settled streets and districts. This practice has come down from the days of the post rider and has been tolerated on account of a local sentiment favoring it, but the requirements of the rapid service of the present day are doing away with this picturesque feature. These carriers are being dismounted and their districts cut up into foot routes, and the old practice will soon have disappeared entirely.

Rural delivery affects city service.—The extraordinary growth and success of rural free delivery has a direct effect at many points upon the extension of the city service. As the network of rural routes is inaugurated around a city, covering practically all the outlying country, it is the practice to begin the delivery on such routes just beyond the extreme limits of the city at the first farmhouse. This frequently leaves a circular strip of suburban territory to which the city service had not yet been extended, and but for the inauguration of the rural service beyond them the residents of this middle ground would scarcely have expected to be taken into the limits of the city postal district for several years to come. When, however, these residents see the benefits of rural service and, as frequently happens, are deprived of their village post-office at which they have been accustomed to receive mail, they are left in a situation that would become intolerable were it not immediately recognized by the Department.

Frequently this middle territory, neither distinctly city nor rural in character, but better described as "suburban," contains a scattered population exceeding one thousand, as was the case at Bridgeport, Conn., and unless some expedient was found to relieve them they would be compelled to travel several miles to the main post-office and either rent a box or call for their mail at the general-delivery window.

Where the abolishment of village post-offices and the establishment of the rural service has brought about these conditions, the situation has admitted of but one solution, and that was to promptly annex this middle strip to the adjacent city postal district and extend the city service to the residents. This requires the appointment of additional carriers, who, in each instance thus far have had to be granted an allowance for horse hire, as the districts were not adapted to service by foot carriers. In several of such middle or suburban districts the residents at the outset were quite satisfied with but one delivery and collection daily, but as their appreciation of the service enhances they soon begin to ask for two daily deliveries, and the service in such districts is therefore being inaugurated as a rule on the basis of a two-trip schedule.

The rural service is therefore the immediate cause for increased expense in the city branch at many points, and these conditions will continue to exist for several years to come, until the suburban territory surrounding all our cities has been provided with mounted carriers. This additional expense, thus prematurely forced upon the city service by the exigencies of the situation, is a factor which has an important bearing upon the estimates for the coming year.

Substitute letter carriers.—Under existing law the substitute carrier receives from the Government an annual salary of but \$1, which is paid quarterly. Whatever compensation he receives other than this nominal salary and the amount paid him by the Department for work during the vacation period of the carriers is paid by the carrier for whom he may be called upon to perform substitute duty. Employment of substitutes to perform auxiliary duty is infrequent and of short duration to bridge over emergencies.

This method of compensating substitutes lacks the important element of a fixed periodical living income, and for that reason it has never proven entirely satisfactory. That the present method of payment, in view of its failure to guarantee sufficient employment to meet living expenses, works a serious hardship in many instances scarcely admits of doubt.

The substitutes enter the service through a competitive examination, are chosen from an eligible list, and give bond similar to that required of the carriers. After having been appointed they must patiently wait their turn for promotion to carrier, which promotions, in conformity with the regulations, are made by order of seniority of service as substitutes. Meantime, from the date of their appointment as substitute, they are required in the larger cities to report daily for duty, while in the small towns they must, if otherwise employed, keep within the district and always subject to the call of the postmaster. Under these circumstances a substitute may report for duty each morning for weeks at a time without securing an opportunity to work; meantime he lives in hope and is deterred from finding other employment. This is especially the case in the larger cities, where employment is refused to a man who may be called away from his work at any moment. In the smaller offices these conditions are more readily adjusted.

It is apparent, therefore, that the sole object in accepting the position of substitute is with a view and in the expectancy of becoming a carrier and enjoying a regular living salary. But many of these substitutes at the bottom of the roll must wait for several years before they can be reached for appointment as carriers, and, as a large percentage of them are men with families, their situation during this long apprenticeship at times becomes intolerable.

Moreover, the present method of compensating substitutes operates to the disadvantage of the service. The substitutes comprise the reserve force of the system; they acquire a knowledge of the residents in their various localities which renders them of especial value in emergencies, yet, being without a fixed income, they are frequently compelled to leave their districts, seek employment elsewhere, and the office is called upon to break a new man in the service. Therefore, as a matter of justice to these faithful employees, and with a view to improving the service and raising its standard of efficiency, I respect-

fully recommend that at the coming session of Congress the law fixing the salary and payment of substitute letter carriers be amended so that each substitute in cities of the first class, where the maximum salary of carriers is \$1,000, shall be guaranteed the receipt of at least \$30 per month, or \$90 per quarter, and that substitutes in cities of the second class, where the maximum salary of carriers is \$850, shall be guaranteed the receipt of at least \$25 per month, or \$75 per quarter.

Under these conditions the substitutes would be required to report daily and one or more (depending on size of office) to remain on duty throughout the eight hours, to meet emergencies which might arise. If assigned to perform auxiliary work, they would be paid at the prevailing rate. They may also be employed to deliver special-delivery letters. If at the end of a year the substitute in cities of the first class has earned \$360 or more by performing substitute work, acting as temporary carrier, or delivering special-delivery letters, then the guaranty by the Department will have cost nothing, as the money advanced to make up the shortage of salary on quarters when he earned less than \$90 will have been deducted from his earnings during the quarter when he received more than \$90; likewise, if the substitute in cities of the second class earns \$300 or more the guaranty would be without cost. This plan assures a fixed living income.

To a majority of the substitutes this proposed amendment will mean merely the equalizing of their payments; to the remainder it will mean making up an existing shortage. It is this minority who are the sufferers by the present method of compensation. They do not have an opportunity to earn \$360 or \$300 a year, and that which they do earn comes principally during the vacation period of the carriers. To this minority body of substitutes the amended law would involve an annual expenditure on the part of the Government equal in one class to the difference between what the substitute may earn during the year and the sum of \$360, and in the other class to the difference between what he might earn and the sum of \$300. The total sum of these differences between payments and earnings would not be excessive and could not become so if the law also limited the number of substitutes that might be appointed by fixing a ratio of substitutes to carriers in cities of each class.

At present this ratio is not uniform, but depends upon local conditions and exigencies. With the larger offices the rule has been to authorize the appointment of 1 substitute to every 4 carriers, but an examination of the list shows that, owing to varying conditions, this ratio is 1 substitute to 3 carriers in several cities, 1 to 4 in many of the larger cities, and only 1 to 5 in a majority of the other cities and towns. In the small offices, where but 2 or 3 carriers are employed, it is necessary to have at least 1 substitute as a safeguard to an uninterrupted service.

On July 1, 1902, the total number of substitutes and carriers on the rolls of the Department were: Substitutes, 3,633; carriers, 17,785, or a ratio approximately 1 to 5.

Dividing the cities into classes, the figures are as follows: In 53 cities of the first class, 2,446 substitutes to 10,830 carriers, or a ratio of 1 to 4½. In the remaining 880 free-delivery offices the number of substitutes is 1,187 against 6,955 carriers, or a ratio of 1 to 5. The

number of carriers and substitutes at the 53 first-class free-delivery offices on June 30, 1902, appears in the subjoined statement:

	Regular carriers.	Substi- tutes.		Regular carriers.	Substi- tutes.
Albany, N. Y.	57	12	Newark, N. J.	165	35
Allegheny, Pa.	66	20	New Haven, Conn.	61	13
Atlanta, Ga.	59	10	New Orleans, La.	122	22
Baltimore, Md.	336	72	New York, N. Y.	1,629	402
Boston, Mass.	804	308	Omaha, Nebr.	82	10
Brooklyn, N. Y.	665	146	Paterson, N. J.	41	12
Buffalo, N. Y.	231	42	Philadelphia, Pa.	990	234
Chicago, Ill.	1,487	235	Pittsburg, Pa.	214	40
Cincinnati, Ohio.	252	39	Portland, Oreg.	53	15
Cleveland, Ohio.	240	36	Providence, R. I.	93	19
Columbus, Ohio.	83	12	Reading, Pa.	39	8
Camden, N. J.	41	7	Richmond, Va.	52	7
Dayton, Ohio.	52	7	Rochester, N. Y.	98	23
Denver, Colo.	100	30	St. Joseph, Mo.	30	4
Detroit, Mich.	181	28	St. Louis, Mo.	415	122
Fall River, Mass.	40	11	St. Paul, Minn.	127	29
Grand Rapids, Mich.	56	17	San Francisco, Cal.	250	56
Hartford, Conn.	45	8	Scranton, Pa.	53	12
Indianapolis, Ind.	105	23	Seattle, Wash.	46	14
Jersey City, N. J.	106	16	Syracuse, N. Y.	77	20
Kansas City, Mo.	120	20	Toledo, Ohio.	84	17
Los Angeles, Cal.	80	23	Troy, N. Y.	40	5
Louisville, Ky.	108	24	Washington, D. C.	238	43
Lowell, Mass.	46	13	Wilmington, Del.	35	8
Memphis, Tenn.	49	8	Worcester, Mass.	70	17
Milwaukee, Wis.	162	28			
Minneapolis, Minn.	157	44			
Nashville, Tenn.	48	10	Total.	10,830	2,446

Average number of substitutes per office, 46.

SECOND-CLASS OFFICES.

Number of offices	880
Regular carriers	6,955
Substitutes	1,187
Average number of substitutes per office	1½
Totals:	
Offices	933
Carriers	17,785
Substitutes	3,633

If the law authorized the employment and payment of at least one substitute at every free-delivery office (thus covering the smaller towns) and fixed the ratio of substitutes at 1 to every 4 carriers in cities of the first class, and 1 to every 5 carriers in cities of the second class, it is believed that the plan here outlined could be put into operation at the very minimum of expense. It is estimated that the additional appropriation required to carry this plan into operation would not exceed \$250,000 a year. The subject is worthy of your careful consideration, and I express the earnest hope that the matter may receive the early attention of Congress.

Honolulu given city delivery.—On August 13, 1901, the free-delivery service was successfully inaugurated in the city of Honolulu, Territory of Hawaii, with 10 carriers. Mail conditions in Honolulu differ greatly from those in free-delivery cities in the United States. The important mails received there are those from the "States," which arrive on an average of once in five or six days, in such volume as to tax to the uttermost the abilities of the entire post-office force. Dependent at present entirely upon the mails for news from the outside world, the residents are naturally anxious to receive their letters and newspapers at the earliest possible moment. For years it has been the custom, as soon as a steamer arrived, for the people to gather by hundreds at

the post-office, to stand for hours in front of their open boxes during the process of distributing the mail.

On other days only small local mails arrive from the neighboring islands, so that it is either a feast or a famine in the mail line. Such a condition was difficult to meet from a free-delivery standpoint, and the residents at first looked upon the innovation as one which would not take the place of the old-established custom. The experience of the past year, however, has been very satisfactory, showing a growing appreciation of the new service.

Free delivery for smaller towns.—The existing law provides that the free-delivery system may be established in cities and towns containing a population of not less than 10,000 within its corporate limits, according to the last general census, taken by authority of State or United States law, or at any post-office which produced a gross revenue for the preceding fiscal year of not less than \$10,000.

During the first session of the Fifty-seventh Congress Senator Nelson, of Minnesota, introduced an important amendment to the present law providing that the system may be inaugurated in cities or towns having a population of 5,000, according to Federal or State census, or at any post-office showing gross receipts of \$5,000 for the preceding fiscal year.

This amendment, it will be noted, fixes the requirements for eligibility to the service, in both the essential elements, at one-half the present minimum, and is the most radical and far-reaching change that has been seriously suggested since the original enactment creating the city delivery system.

The amendment (with qualifications regarding the time required in which to extend the service to all the offices affected) received the approval of the Postmaster-General, whereupon the Senate Committee on Post-Offices and Post-Roads favorably reported the measure, which passed the Senate on the 4th day of June, 1902.

Under the title of Senate bill No. 909 the measure is now before the Post-Office Committee of the House of Representatives, and will doubtless be acted upon by that committee during the coming session. Should the amendment be enacted into law it will affect exactly 1,000 offices at the present time. The number of offices coming within the provisions of the act will increase approximately at the rate of 100 per year, if the present rate of increase in gross receipts throughout the country is maintained.

It is estimated that to inaugurate the carrier service in these smaller cities and towns would require on an average two and one-half letter carriers to each office, whose salaries for the first year would be at the prevailing rate of \$600, and for succeeding years at the rate of \$850.

It is not necessary to here discuss the merits of the sweeping extension contemplated by Congress in this pending measure. For years these minor cities, excluded by the explicit terms of the law, have been applying to the Department for the benefits and conveniences of free delivery. When at last the residents of these numerous towns witnessed the successful introduction of the rural free-delivery system in the territory immediately surrounding them, reaching the smallest hamlets and villages, but passing by their towns, it spurred them to redouble their efforts to obtain a mail-delivery service.

Under the organic lines along which the rural service was laid down and established these thriving towns were rigidly excluded from its

benefits, as that service was primarily designed to be, as its name implies, a distinctly rural service, and these towns were too large and their post-offices too important to be discontinued. Therefore the residents of these thousand towns now observe, with more or less complacency, their friends in the neighboring cities enjoying the delivery and collection of their mails from two to five times a day, and turning toward the open country they see the farmer having his daily paper and market reports brought to his door.

It is therefore little wonder that these towns are stirred to action. It is worth noting, however, that since somebody had to wait for the service—because of the impracticability of its simultaneous general application—the residents of these smaller towns, containing from 2,000 to 4,000 population, were the least discommoded, as they all practically reside within easy walking distance of their respective post-offices.

It is evident, however, that the time is fast approaching when these towns will no longer be denied the free-delivery service, and whenever Congress acts in the premises the Department will be found ready to perform its part toward extending its scope and usefulness. With the work entailed by the present rapid growth and extension of the service in the larger cities, it would scarcely be practicable for the free-delivery office, as now constituted, to inaugurate the service at these new points more rapidly than at the rate of 400 offices per year, as the smaller the office the greater the supervision and instruction required from headquarters.

The following table, compiled with reference to gross receipts for the last fiscal year, shows the number of post-offices in each State and Territory eligible for the free-delivery service on July 1, 1902, under the provisions of the pending Senate bill 909:

Alabama.....	11	Louisiana.....	6	Oklahoma.....	12
Arizona.....	4	Maine.....	13	Oregon.....	8
Arkansas.....	10	Maryland.....	6	Pennsylvania.....	72
Alaska.....	2	Massachusetts.....	39	Rhode Island.....	3
California.....	35	Michigan.....	41	South Carolina.....	12
Colorado.....	17	Minnesota.....	37	South Dakota.....	8
Connecticut.....	22	Mississippi.....	15	Tennessee.....	14
Delaware.....	1	Missouri.....	25	Texas.....	39
Florida.....	11	Montana.....	3	Utah.....	1
Georgia.....	18	Nebraska.....	23	Vermont.....	14
Hawaii.....	1	Nevada.....	1	Virginia.....	12
Idaho.....	3	New Jersey.....	23	Washington.....	11
Illinois.....	67	New Hampshire.....	10	West Virginia.....	11
Indiana.....	27	New Mexico.....	4	Wisconsin.....	42
Indian Territory.....	3	New York.....	85	Wyoming.....	4
Iowa.....	61	North Carolina.....	14		
Kansas.....	30	North Dakota.....	10		
Kentucky.....	14	Ohio.....	45		
				Total.....	1,000

Superannuated carriers.—The steady increase in the number of veterans and superannuated carriers, especially in the older free-delivery cities, furnishes a standing admonition that sooner or later the efficiency of the entire system will be affected unless practical remedial steps are taken by the Department to obviate this inevitable result. The curtailment of the routes of these faithful veterans began several years ago, and this practice is just as certain to grow as it is that old age increases human infirmities.

This method of meeting the problem amounts to an indirect pension, and its extension will prove a great expense to the Department. Moreover, this plan of overcoming the poor service incident to physical declension is neither fair to the public, to the system, nor to the aged carriers. The subject has been repeatedly discussed in former reports and has been called to the attention of Congress. It ought to be entirely practicable, out of the salaries of 20,000 employees, to establish a self-sustaining fund that would enable the retirement of the disabled and veteran carriers. Within this scope Congressional action seems unnecessary, unless it be to merely authorize the Department to withhold a certain percentage of salary for retirement purposes.

For several years past the letter carriers, through their national and State associations, have seriously considered and discussed this matter, and at the recent convention of the National Letter Carriers' Association, at Denver, a committee reported a retirement bill providing for annuities to letter carriers from a fund to be realized from their salaries. Thus the carriers themselves have no other thought than to create a fund entirely independent of direct governmental aid. This principle is commendable, and the working details suggested by the committee, acting for the carriers, are drafted along correct business lines. The plan proposed, however, while apparently founded upon a solid basis, is not yet complete, and needs the consideration of skilled insurance actuaries to perfect its details.

Detroit marine postal service.—The marine free-delivery service at Detroit proves a greater success each year of its operation. It is the only service of its kind in the United States. Mail is delivered to passing vessels when they are going at their regular speed either up or down the river. The money-order and registry systems are also successfully carried on in connection with this service.

During the fiscal year ended June 30, 1902, the number of pieces of mail handled amounted to 443,943, as follows:

Number of pieces delivered to passing vessels.....	343, 213
Number of pieces collected from passing vessels.....	100, 730

The number of vessels passing Detroit during the eight months' season of navigation averages about one every three minutes of the day. Only a small percentage of these vessels have occasion to touch at Detroit. The great convenience and value of the marine service to the shipping interests and the thousands of sailors employed has received the unqualified indorsement of vessel owners from Duluth to Buffalo. It is no extravagant assertion to claim that the service has become an all but indispensable feature to lake navigation. It is hazardous in character, the discomfort and peril of the carriers being especially great during the cold and stormy weather that prevails during the opening and closing weeks of each season.

For the first few years the service was carried on through the use of rowboats, but as it grew in volume and importance it became apparent that much time could be saved to the fleet of passing vessels by employing a small steamboat. The Department therefore entered into contract for the use of a boat of this character for a period of two years. The small steamer proved a distinct improvement over the old method and increased the efficiency of the service, in point of capacity, fully 50 per cent. The lease for the use of this steamboat will expire at the close of the present season of navigation. Through the severe

usage it has undergone the vessel is badly worn and not capable of maintaining high speed, hence a renewal of the lease is not desirable.

In order to obtain the best and quickest results and meet the growing demands, it is evident that the service requires a small steamer of the swiftest type, constructed with especial reference to handling mails to and from the great steamships while they are passing through the river at full speed. Steamboats of this size and design are few in number and difficult to obtain, and no builder would undertake the construction of a vessel especially fitted for the service on a short-term lease or contract. If, however, the Department would enter into a contract for a period of ten years it would be possible to secure a small steamer especially fitted for the quickest and most reliable service. Such a charter could also be made upon a more economical basis than short-term contracts.

The existing law (section 3956, Revised Statutes) forbids the Department from entering into a contract for carrying the mails for a longer period than four years, while contracts for carrying mail "on the sea" are restricted to two years. While there may be serious doubt as to whether the two years' limitation applies to the inland lake service, yet the longest contract term at present is four years.

In view of these conditions I respectfully recommend that Congress be requested during the coming session to grant specific authority to the Department to enter into a contract for the use of a steamer in connection with the Detroit marine service for a period of ten years.

Attention has been called in former reports to the arduous and hazardous nature of the duties of the carriers engaged in the marine service. The skill and daring of an experienced sailor is required to lay alongside the rapidly moving steamships in stormy weather and successfully send the packet of letters to the deck far above. The exposure is certain at times to engender illness if not accident, and it seems only just that these elements of danger should receive some recognition in the matter of compensation.

I therefore earnestly recommend that the salaries of the carriers engaged in the marine free-delivery service at Detroit be increased from \$1,000 to \$1,200 per annum.

Street letter boxes, devices, and satchels.—On July 1, 1902, there were in use throughout the United States and the Territories of Hawaii and Porto Rico, in the city-delivery branch of the service, 91,135 street letter boxes, while 11,000 additional boxes were in use at nonfree-delivery post-offices.

Up to June 30, 1901, the Department was supplying these boxes in three sizes, made of cast iron. The committee appointed to open proposals and to examine models of letter boxes, for which the Department was to enter into contract for a period of four years from July 1, 1901, unanimously recommended that the Government discontinue the use of the familiar cast-iron boxes and to substitute therefor boxes made of sheet steel. This action was deemed advisable on account of the difference in the weight of the boxes, which is about one-third, thereby saving the Department annually thousands of dollars in freight charges; also in view of the very large percentage of loss in breakage of cast-iron boxes, which amounts to nearly 14 per cent annually.

The new boxes which are now being supplied to postmasters are made in four sizes and weigh 17, 24, 32, and 50 pounds, respectively, whereas the cast-iron boxes, made in the three smaller sizes, weigh 35,

50, and 90 pounds each. The new steel box has many improved features which make it waterproof, as well as affording perfect security to the mail deposited therein. It also presents a neater appearance than the clumsy cast-iron box.

The Department also recently adopted an improved device to be attached to the letter boxes, which automatically shows that the box has been collected from by the carrier and the hour at which the next collection will be made from each box. These devices are now being attached to the boxes in the larger cities, principally Philadelphia, Chicago, and San Francisco. The device is a California invention. This time indicator fills a long-felt want on the part of the public, as a great deal of complaint has heretofore been made on account of the public not being able to tell from the time card on the face of the street letter boxes whether or not the collector had yet made his collection.

The Department has also adopted an improvement in the style of satchels supplied to the letter carriers. Those heretofore supplied were made of leather, 5 ounces to the square foot, making the satchel alone quite a burden to the carrier. The satchels now being supplied are made of the material known as pegamoid, and are one-fourth as heavy as the leather satchels and absolutely waterproof, affording protection to the mail collected and for delivery by the carrier.

There are now in use in the city free-delivery service 6,915 large street package boxes. The new boxes now being supplied are an improvement over the old, inasmuch as the bottoms are made of 2-inch spruce, iron doweled, which makes them more secure and prevents corrosion of the bottoms, which has heretofore been a great source of complaint and expense.

In adopting these new and improved devices and articles the Department aims to keep abreast with the inventive genius of the country and give the people the benefits in point of convenience and economy that accrue thereby.

Annual estimates.—Based upon the growth of the service during the past five years, and predicated upon a continuation of the general prosperity and activity that exists, and the consequent steady ratio of increase in gross receipts and volume of mail, it has been conservatively estimated that the expenditures will aggregate \$21,328,300 for the maintenance and extension of city-delivery service during the fiscal year beginning July 1, 1903, including \$812,000 for special-delivery service, which branch has been added to the free-delivery system during the past year. These figures show an increase over appropriations for the current year of \$1,822,850, or 9.35 per cent.

Of this sum it will be seen that \$18,253,800 will be necessary for the maintenance of the established service, as fixed by law and admitting of no reduction, as against an appropriation of \$16,735,450 for the same items for the current year, or an increase of 8.1 per cent by operation of existing laws.

The increase, as estimated in the remaining items, exclusive of special delivery, aggregates \$127,500, or but 6.34 per cent.

The gross receipts of free-delivery post-offices during the fiscal year ending June 30, 1902, were \$83,330,812.37, which is an increase of 12.16 per cent over the gross receipts for the previous fiscal year. This increase furnishes a reliable index of the growth in the volume of letter mail.

Care has been exercised to keep the estimates for each item within the ratio of prevailing increase, with a view to meeting only the actual necessities of the service under existing conditions.

Estimates for 1903-4 for payment of letter carriers in offices already established, and for substitute letter carriers and for temporary carriers at summer resorts, holiday, election, and emergency service:

1,620 carriers at \$600 per annum	\$972,000
988 carriers at \$800 per annum	790,400
6,952 carriers at \$850 per annum	5,909,200
9,842 carriers at \$1,000 per annum	9,842,200
19,402 carriers	17,513,800
For promotion of carriers (act of August 2, 1882)	385,000
For substitutes for carriers on vacation (act of June 27, 1884)	480,000
	18,378,800
Estimated credit by change of grade	125,000
Fixed by law and admitting of no reduction	18,253,800
For temporary carriers at summer resorts, for holiday service and other emergencies, and to serve routes of carriers employed on civil-service boards	150,000
For additional carriers for improvement and extension of service at established offices	600,000
For substitute carriers for additional carriers on vacation	25,000
	19,028,800
For pay of letter carriers in new offices entitled to free-delivery service under existing law	100,000
For horse-hire allowance	750,000
For car-fare and bicycle allowance	300,000
For compensation to 22 mechanics employed exclusively in painting, repairing, and erecting street letter boxes, at not exceeding \$900 each ..	19,800
For marine postal service, Detroit, Mich.	4,500
For compensation to 4 assistant superintendents, city-delivery service, at the rate of \$2,000 per annum each	8,000
For per diem allowance for 4 assistant superintendents, city-delivery service, when actually traveling on business of the Postmaster-General, not to exceed \$4 a day, and for other necessary official expenses	5,200
For all other incidental expenses, including letter boxes, package boxes, posts, furniture, satchels, and straps	300,000
	20,516,300
For car fare for special-delivery messengers in emergent cases	12,000
For fees to special-delivery messengers	800,000
Total	21,328,300

RURAL FREE-DELIVERY SERVICE.

PERMANENT ORGANIZATION ESTABLISHED.

Under the act making appropriation for the service of the Post-Office Department approved April 21, 1902, and in the legislative, executive, and judicial appropriation bill approved April 29, 1902, a classified force was provided for the rural free-delivery service and the appropriations for that service were segregated instead of being left to be distributed at the discretion of the Postmaster-General as in the previous years.

Under these acts a permanent organization was effected on July 1, 1902, and a superintendent, formerly designated as chief special agent of rural free delivery, was appointed and placed in direct charge of the service, under the direction of the General Superintendent of the

Free-Delivery System. A supervisor, whose position is also authorized by law, was given charge of the inspection of the service and assigned to assist the General Superintendent and the superintendent of rural free delivery in the general supervision of the organization.

Division headquarters.—The field work is handled through eight divisions. The number of division headquarters was increased by order of the Postmaster-General July 1, 1902, from four to eight, but as Congress provided for only seven special agents in charge, the eighth, or Pacific division, is under the charge of an assistant superintendent of the city-delivery service as acting special agent in charge of rural free delivery. The United States is divided among these divisions as follows:

Eastern division, with headquarters at New York City, comprising the New England States and New York.

Atlantic division, with headquarters at Philadelphia, comprising Pennsylvania, New Jersey, Delaware, Maryland, and Virginia.

Southern division, with headquarters at Nashville, comprising Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, and Mississippi.

Ohio division, with headquarters at Marietta, Ohio, comprising Ohio, West Virginia, and Kentucky.

Middle division, with headquarters at Indianapolis, Ind., comprising Indiana, Michigan, Illinois, and Wisconsin.

Missouri division, with headquarters at St. Louis, comprising Missouri, Kansas, Arkansas, Texas, Louisiana, and Indian and Oklahoma Territories.

Western division, with headquarters at Denver, comprising Iowa, Minnesota, Nebraska, North Dakota, South Dakota, New Mexico, Colorado, Wyoming, and Montana.

Pacific division, with headquarters at San Francisco, in charge of assistant superintendent free-delivery service, comprising California, Oregon, Washington, Idaho, Nevada, Utah, and Arizona.

Congress is asked to increase the number of divisions to ten, which was the number recommended last year. This extended subdivision will enable the work of investigating and establishing service, and the still more important work of extending, rearranging, and adjusting service previously established so as to adapt it to changing conditions, to be more widely distributed and more closely scrutinized.

It is also proposed to change the designation of special agent in charge to division superintendent.

GENERAL EXTENSION OF SERVICE.

No more forcible demonstration of the wonderfully rapid growth of rural free delivery is to be found than that contained in the following statement, which shows the appropriation for and the routes established during each year since the beginning of the experiment:

Fiscal year.	Appropriation.	Routes in operation.
1897	\$40,000	44
1898	50,000	148
1899	150,000	391
1900	450,000	1,276
1901	1,750,000	4,301
1902	3,993,740	8,466

Since July 1 the number of routes has been increased to 11,650, so that on November 1 the carriers will travel daily 275,000 miles of country roads to serve about seven millions of the strictly rural population of the United States. The area covered by these routes is fully 300,000 square miles. This area is nearly equal to that of Great Britain and France, and is more than equal to the area of the New England States, New York, New Jersey, Delaware, Maryland, Pennsylvania, Ohio, Indiana, and West Virginia. There is no reason to expect a decrease in the popular demand for rural free delivery for several years to come—not, in fact, until all available sections of the country have been covered by the service.

Extension of county service.—The most important feature in the development of rural free delivery during the past year has been the evolution of the county service by adjusting old routes so that they shall dovetail in with new ones and supply connecting links to cover the entire county with a network of rural free delivery, practically displacing all other service except such as is needed to supply the few distributing offices retained.

Two classes of county service.—The county services ordered established during the past fiscal year have been of two classes:

One, by order of the Postmaster-General, directing that on a specified date, or as near thereafter as practicable, rural free delivery shall be established over a designated county. In this work a special but limited force of experienced agents has been employed and has been transferred from State to State under directions of the general office without regard to division assignment.

In the other class of county services existing routes have been rearranged and additional routes recommended, so as to cover the whole territory without any formal order to that effect. Whenever this has been found practicable, and has been carried out, the outcome has been such as to commend this feature to general adoption.

County services that have evolved themselves.—From among the county services which, during the past year, have practically established themselves on the principle of natural selection and by the aid of intelligent supervision on the part of the special agent in charge and conscientious and painstaking investigations by special agents in the field a few examples are selected.

In the western division, in Dubuque County, Iowa, the service entirely covers one of the most populous counties, where seven routes only were in operation before the establishment of full county service was taken up. Forty routes now cover an area of 738 square miles, furnishing daily service to 15,000 people on the various routes established. More than 2,000 daily papers have been subscribed for as the result of the establishment of this service, which starts from 15 post-offices. As a result of its inauguration 16 post-offices, 10 star routes, and 1 messenger service have been discontinued. The cost of this superseded service is saved to the Post-Office Department in its general account, but can not be credited on the Auditor's books to rural free delivery.

The counties of Des Moines, Buchanan, and Blackhawk, also in Iowa, have been entirely covered by this system. In each of these counties partial service had been in previous operation.

In the readjustment of existing routes and establishment of routes in Delaware County, Iowa, 24 carriers serve the county over an aggre-

gate length of route of 567 miles, meeting the wants of 10,000 people living along the routes.

In Minnesota, in Washington County, service has been in operation since September 15, 1902, and Hennepin County is practically covered. Two county services have been established in Kansas, in Sumner and McPherson counties; and one in Nebraska, in Cass County. Saline County, Nebr., will shortly be entirely served by action on pending petitions.

In the eastern division five counties in New York State have been completely covered during the past year by the gradual installation of county service.

These include Monroe County, N. Y., with a total of 45 routes from 27 distributing points, 15 of these routes being new; Genesee County, N. Y., with a total of 37 routes from 19 starting points, embracing 3 new routes; Tompkins County, N. Y., with 29 routes from 10 starting points, 11 of which were new, and Yates County, N. Y., with 28 routes from 9 starting points, embracing only 1 new route.

By installing service, as petitioned for from time to time, Wayne County, N. Y., has also been completely covered.

In New Hampshire and Vermont there are counties susceptible of like treatment.

In Connecticut, in Fairfield County, complete service has been in operation for two years.

In the Atlantic division, Butler County, Pa., has been covered by 80 carriers; Rockingham County, Va. (a service not yet fully tested), has 37 carriers, and it is anticipated that when the post-offices and star routes which are rendered unnecessary have been supplanted by rural delivery, good results will be obtained. Frederick County, Md., has been covered in continuation of the Carroll County service with marked success, and Washington County, in the same State, is about to be given a full service, with 34 carriers.

In the middle division, in Illinois, Edgar and Peoria counties, each with 33 carriers, have had a gradual county service established. Reports are under consideration for establishing similar services in Will and Champaign counties in the same State. Bartholomew, Delaware, Madison, Marion, Gibson, Posey, and Grant counties, Indiana, have been reached in like manner, the existing service being supplemented by additional routes so as to practically supply each county.

In the Missouri division, Jackson County, Mo., was included in the rural free-delivery county services on the 1st of February last by adding routes to those previously established.

In the Ohio division, Jefferson County, Ky., was inaugurated as a county service August 15, 1902, with 20 carriers; and Muskingum County, Ohio, will shortly be equipped with a county service of 61 carriers.

Santa Clara County, Cal., in the Pacific division, was fully covered by 26 carriers, whose duties commenced July 1, 1902. The routes laid out took up and linked together all routes previously established.

In the southern division several successful county services have been started by the process of merging routes existing with those petitioned for. This has notably been the case in Washington and Davidson counties, Tenn.

It is estimated that fully 200 counties, mostly in the Middle West, have a sufficient number of routes in operation to make the completion

of service only a question of laying out a few more routes, possibly not more than 10 to the county. It is the purpose of the Department to carry out this plan of extension as rapidly as possible, and with that object in view the necessary maps are being prepared for the use of the agents who will be assigned to the work.

The following list enumerates the counties in which complete rural service is in operation or about to be established, also counties where orders have been issued for preliminary investigation for county service:

County.	State.	Established.
Anderson	South Carolina	Oct. 1, 1901 ~
Bartholomew	Indiana	Nov. 15, 1902
Buchanan	Iowa	July 15, 1902
Butler	Pennsylvania	Aug. 15, 1902
Carroll	Maryland	Dec. 20, 1899 ~
Cass	Nebraska	Oct. 15, 1902
*Champaign	Illinois	
Chautauqua	New York	Sept. 15, 1902
Cobb	Georgia	Nov. 15, 1902
Dane	Wisconsin	July 15, 1902
Davidson	Tennessee	July 1, 1902 ~
Davies	Indiana	Dec. 1, 1902
Delaware	do	Oct. 15, 1901
Do	Iowa	July 1, 1902 ~
Des Moines	do	Do.
Dubuque	do	Nov. 15, 1902
Edgar	Illinois	May 1, 1902 ~
Eric	New York	Jan. 15, 1902 ~
Fairfield	Connecticut	Dec. 15, 1900 ~
Frederick	Maryland	Nov. 15, 1901
*Fulton	Ohio	
Gibson	Indiana	July 15, 1902
Grant	do	Aug. 15, 1902
Hamilton	do	Oct. 15, 1902
Hardin	Iowa	Nov. 15, 1901 ~
*Henry	Tennessee	
Iroquois	Illinois	Dec. 1, 1902 ~
Jackson	Missouri	Feb. 1, 1902 ~
Jefferson	Alabama	Nov. 15, 1901
*Jefferson	Indiana	
Jefferson	Kentucky	Aug. 15, 1902
Kankakee	Illinois	Sept. 1, 1902
*Knox	do	
Kent	Delaware	Apr. 1, 1902 ~
*Kosciusko	Indiana	
*LaSalle	Illinois	
*McLean	do	
Madison	Indiana	Feb. 15, 1902
Marion	do	Do.
*Marshall	do	
*Maury	Tennessee	
*Milwaukee	Wisconsin	
Monroe	New York	Nov. 1, 1902
*Muskingum	Ohio	Nov. 15, 1902
Newton	Georgia	Apr. 15, 1902 ~
*Noble	Indiana	Dec. 1, 1902
Niagara	New York	Nov. 15, 1901
Ontario	do	July 1, 1902 ~
*Outagamie	Wisconsin	
Peoria	Illinois	Sept. 15, 1902
Posey	Indiana	July 15, 1902
Rockingham	Virginia	Oct. 15, 1902
Santa Clara	California	July 1, 1902
*Sheboygan	Wisconsin	
*Summit	Ohio	
*Sumner	Kansas	July 15, 1902
Tippecanoe	Indiana	Oct. 15, 1902
*Van Buren	Iowa	
Vermilion	Illinois	Aug. 1, 1902
Washington	Maryland	
Washington	Minnesota	Sept. 15, 1902
Do	Pennsylvania	Oct. 15, 1900 ~
Do	Tennessee	Dec. 1, 1900 ~
*Waukesha	Wisconsin	
Wayne	New York	July 1, 1902
*Will	Illinois	
*Winnebago	Wisconsin	
Yates	New York	Do.

*Service about to be established.

INCREASE OF MAIL HANDLED.

The continued marked increase from month to month and year to year in the number of pieces of mail handled by rural carriers is not only proof that the people were prompt to take advantage of improved mail facilities brought to them by rural free delivery when it was first established, but also conclusive evidence that the use of these facilities increases rapidly as their benefits become more generally felt by the residents of rural districts. When the first experiments of rural delivery were installed the phenomenal increase in the volume of rural mail was attributed generally to the newness and novelty of the service, and its opponents confidently predicted that these wonderful increases would disappear as the service became settled. After two or three years, however, it is found that the initial ratio of increase has not only been maintained, but in many instances raised. This leads to the conviction that with the completion of a universal rural service the volume of mail will have reached such proportions as to insure sufficient additional revenue to support the service. The results obtained in the rural free-delivery system of Carroll County, Md., strongly support this claim.

Carroll County statistics.—Carroll County is referred to and its reports considered because it was the first county in the United States in which rural free delivery as a complete system was established. It is, strictly speaking, an agricultural county, 75 per cent of the population (33,000) residing outside the small cities and villages, the largest of which is Westminster, the county seat, with a population of about 3,200. It is the only county delivery service old enough to provide a comparison between the reports of two fiscal years. A detailed statistical report of the mail transactions in this county for two years is found in the appendix, Table A, page 64.

The figures contained in this statement are both interesting and instructive. They present a striking example of the results invariably produced by the extension or expansion of public utilities and the application of improved methods. The number of letters delivered in Carroll County during 1902 increased almost 16 per cent over the number delivered during 1901. Postal cards delivered show an increase of about 21 per cent; newspapers and periodicals, 9 per cent; circulars, 120 per cent; packages, a little less than 35 per cent, and registered letters delivered, 23½ per cent. The phenomenally large increase in the number of circulars delivered is most significant as an evidence that rural free delivery is attracting the advertising business public as a medium through which to reach a new field of trade.

It is true the report shows that newspapers and periodicals make up more than one-half of the volume of mail delivered. Yet the rate of increase in the number of pieces of this class of mail is but 9 per cent. This comparatively small showing may be explained by the fact that at the time rural free delivery was established in Carroll County three years ago the subscriptions for daily papers were so general that since that time there has been only a natural or gradual increase in the circulation of newspapers and periodicals.

An increase of 21 per cent in the total number of pieces of all classes of mail delivered during the year, a record equal to that maintained in large cities, tells of the steady stream of mail pouring into the county from outside sources. It is apparent, then, that rural free delivery not

only stimulates the use of the mail service in the locality in which it is directly operated, but also throughout the country, especially in the neighboring large cities, whose merchants and others are quick to take advantage of the opportunity afforded them to reach the country resident with their advertising matter and catalogues.

One of the most interesting features of the results obtained in Carroll County is found in the amount of mail collected and the number of applications for money orders received by carriers en route. It shows how liberally the farmers of Carroll County have patronized a service whose introduction less than three years ago was bitterly opposed by many as a step backward in the postal service. During the year 50 carriers collected 496,742 letters, an increase of 14.2 per cent over the number collected the year before. About the same rate of increase was maintained in the number of postal cards collected, while the number of newspapers and periodicals gathered en route shows an increase of 1½ per cent. This very small increase simply points out the fact that the farmer resident seldom has occasion to mail newspapers.

The wonderful showing made in the number of circulars collected—157 per cent over the number collected in 1901—signifies that country merchants have not been slow to use the rural mail service to place their advertising matter in the hands of their country patrons.

The surprising increase in the number of packages delivered and collected in 1902 shows that in spite of the comparatively high rate of postage charged for merchandise or fourth-class matter the people willingly make use of the mail service wherever possible. This record may be advanced as a fair indication of what a parcels post would mean to rural communities operated in connection with or through the medium of rural delivery.

The aggregate number of pieces of mail collected throughout the county reached 725,703, as against 605,886 in 1901, or an increase of about 20 per cent. This is about equal to the rate of increase in the number of pieces of mail delivered during the same period. It is most gratifying to note that such a healthy increase has been maintained in the volume of mail collected. This record is further proof that the great augmentation of mail caused by the introduction of rural delivery is in those classes from which the postal service derives the great bulk of its revenues. Ninety-five per cent of the mail dispatched by the farmers of this county is first-class matter—letters and postal cards. The farmer is the steady and constant user of the 2-cent stamp. If he mails a newspaper, it is not at 1 cent a pound, the rate enjoyed by newspaper publishers, but he must pay 1 cent apiece on the ordinary-size newspaper or on a package of papers at the rate of 4 cents a pound. The country merchant, too, is a profitable customer of the rural free-delivery service, for the circular, or third-class matter, which he sends out (and which in Carroll County increased 157 per cent last year) is at the rate of 1 cent for each piece, which is a profitable rate of postage.

During 1901 the rural letter carriers of Carroll County received applications for 1,776 money orders. During 1902 they supplied their patrons with 2,994 money orders, an increase of 1,228, or 70 per cent. Every money order delivered to a patron on route means a saving of a ride of from 5 to 10 miles for the farmer who purchased it. When one considers the time and trouble that this service thus saves country residents some idea may be formed of the great blessing rural delivery really is to our farming communities.

The reports of other counties which are enjoying a complete delivery

service, though for a much shorter period than Carroll County, fully equal the record of this county. It must, then, become clear to the close observer of the growth and operation of rural delivery that as soon as the service has been extended throughout the country it will not only be found to be self-sustaining, but prove to be a source of revenue to the postal service.

EFFECT OF RURAL FREE DELIVERY ON POSTAL REVENUES.

It has been shown by a statement of the amount of mail handled in Carroll County, Md., that the effect of the rural free-delivery service upon the postal revenues is twofold: First, it causes a healthy and steady increase in the gross receipts of the post-offices in the locality or county in which free delivery is general, and, second, it is responsible for a portion of the increased revenues of the large offices accruing from the stimulated use of the mails by merchants and others who are now able to reach patrons of rural delivery throughout the country.

The first may be accurately ascertained in dollars and cents in those counties in which the service has been established sufficiently long to provide a comparison between the reports of two fiscal years. According to a statement from the books of the auditor's office, the aggregate receipts of all post-offices in Carroll County, Md., for the fiscal year ending June 30, 1901, were \$29,245.37, and for the following year ending June 30, 1902, \$32,161.04, an increase of \$2,915.67, or 10 per cent. This is equal to the average rate of increase for the past three years in the aggregate revenues of the post-offices having city free delivery.

It therefore may fairly be claimed that rural delivery, once universally established, will have the effect of equalizing throughout the whole service the annual rate of increase in the gross postal revenues. A careful analysis of the revenues for the year 1902, which were \$121,848,047.26, will emphasize this point. Of this amount, \$83,330,812.37 was produced by the 933 city free-delivery offices; the remaining 3,807 Presidential offices produced gross revenues aggregating \$17,072,750.13, leaving \$19,365,253.01 for the 71,184 fourth-class offices, and \$2,078,231.85 from miscellaneous receipts, money-order fees, fines, sale of waste paper, etc. The rate of increase of the postal revenues of these three classes of offices over the revenues of the preceding year was as follows:

	Per cent.
933 free-delivery offices	12.3
Presidential offices, nonfree delivery	5
Fourth-class offices	2.4

When it is considered that the rural free-delivery service is operated principally from the nonfree-delivery Presidential and fourth-class offices, the significance of the rate of increase in Carroll County, Md., namely, 10 per cent, becomes apparent. It is, of course, impossible to accurately estimate what proportion of the increase of revenues in large cities is directly chargeable to the establishment of rural free delivery in districts remote from these offices. That there is such an increase can not be doubted. This is indicated by the phenomenal yearly increase in the amount of mail delivered on rural routes, all of which can not be credited to local use of the mail. Fully 70 per cent of the mail delivered in the county originates outside its limits, and the proceeds of the postage on this portion of the mail helps to make up the revenues of the post-offices from which it is dispatched.

DISCONTINUANCE OF STAR ROUTES AND FOURTH-CLASS POST-OFFICES.

Star routes.—Wherever it is found to be feasible for rural service to supersede star-route service, star-route contracts are abrogated.

Between November 1, 1901, and October 31, 1902, 1,668 star routes were discontinued on this account, the contracts from which amounted to \$275,469.95 per annum. The following statement shows the number of routes discontinued in each State and the aggregate amount paid contractors:

State.	Number of routes.	Compensation.	State.	Number of routes.	Compensation.
Alabama	15	\$1,578.25	New York	119	\$28,763.88
California	7	1,429.59	North Carolina	77	8,017.71
Connecticut	11	2,814.75	North Dakota	1	211.84
Delaware	23	4,884.25	Ohio	115	16,231.60
Florida	2	185.00	Oklahoma	1	108.00
Georgia	91	9,900.12	Oregon	1	158.00
Illinois	92	13,669.81	Pennsylvania	77	17,896.91
Indiana	115	17,396.48	Rhode Island	2	132.00
Iowa	97	17,699.24	South Carolina	38	5,110.80
Kansas	48	9,276.27	South Dakota	5	1,662.53
Louisiana	1	95.00	Tennessee	103	11,831.52
Kentucky	38	5,281.04	Texas	38	8,587.09
Maine	21	3,618.78	Utah	5	914.92
Maryland	21	4,618.89	Vermont	11	2,301.38
Massachusetts	4	752.25	Virginia	68	10,827.35
Michigan	116	18,296.76	Washington	5	760.97
Minnesota	73	12,880.00	West Virginia	6	998.91
Missouri	95	16,222.85	Wisconsin	104	17,064.10
Nebraska	18	2,245.51			
New Hampshire	4	819.75			
New Jersey	5	884.00	Total	1,668	275,469.95

Since January 1, 1900, the cost of star routes to the amount of \$490,527.35 has been saved. It is conservatively estimated that since the installation of the first rural route, in 1896, star service has been discontinued equal to about one-seventh of the entire appropriation for that service, or \$650,000. Wherever the county service is established star and special-messenger services are practically wiped out altogether, and as soon as the system is universally extended throughout the States in which complete establishment of rural service is practicable, practically all the star-route service within that territory will be discontinued.

Fourth-class post-offices.—During the same period 2,149 fourth-class post-offices, whose postmasters' annual compensation aggregated \$142,661.46, were discontinued. In counties where rural delivery is established as a complete system only post-offices on railroads remain. It is the policy of the Department to prevent, as far as possible, a duplication of service. Consequently every fourth-class post-office which is not necessary to supply patrons beyond the limits of rural free delivery is recommended to be abolished. This is not only in the interest of economy, but also necessary for efficient service. The retention of unnecessary post-offices in territory served by rural carriers tends to confusion in the distribution of mail. In many instances it actually operates to prevent delivery of mail to patrons through the hands of rural carriers. In such cases rural residents are compelled to travel to the post-office as of old, and thus are prevented from enjoying a service established for their benefit and which actually passes their gates. This anomalous condition should not be permitted to exist.

The following list shows the number of post-offices discontinued in each State on account of rural free delivery established from November 1, 1901, to October 31, 1902, and the compensation of the postmasters for the fiscal year ending June 30, 1901:

State.	Number of offices.	Compensation.	State.	Number of offices.	Compensation.
Alabama	56	\$3,238.67	Missouri	84	\$6,461.00
Arkansas	1	13.00	Nebraska	17	1,431.33
California	10	1,248.98	New Hampshire	10	1,435.98
Colorado	1	89.59	New Jersey	7	1,143.01
Connecticut	15	1,412.39	New York	200	15,678.15
Delaware	32	3,561.41	North Carolina	126	4,876.76
Florida	2	38.68	Ohio	133	9,362.91
Georgia	139	6,281.77	Pennsylvania	76	3,445.36
Illinois	94	7,227.96	South Carolina	90	2,433.51
Indiana	133	8,002.10	Tennessee	175	7,991.29
Iowa	90	6,730.48	Texas	41	8,828.69
Kansas	68	3,006.37	Utah	9	1,015.00
Kentucky	42	2,663.95	Vermont	13	1,116.62
Maine	38	3,660.86	Virginia	52	2,609.69
Maryland	75	8,718.70	Washington	4	186.90
Massachusetts	8	1,543.35	West Virginia	6	235.81
Oregon	2	123.94	Wisconsin	133	6,001.38
Michigan	95	6,062.95			
Minnesota	72	4,687.62	Total	2,149	142,661.46

OTHER FACILITIES WITH RURAL DELIVERY.

One of the distinguishing features of the rural free-delivery service is the great scope of its utility. With the establishment of a rural route every other postal facility becomes coextensive and cooperative. By providing for the registration of letters by carriers en route, the acceptance of money by them for the purchase of money orders, and the sale of postage stamps, postal cards, and stamped envelopes, the Department effectually places at the gate of each family all the conveniences supplied by a city post-office, with the exception of the direct issue and payment of money orders by carriers, and it is now proposed to add one or possibly both of these features also.

Payment of money orders by carrier recommended.—In several localities postmasters have, at their own risk, permitted rural carriers to pay money orders to patrons at their residences. The innovation has proved most satisfactory to the people, and not in one instance has there been a wrong payment of money by carrier or loss to postmaster on account of this practice. Rural letter carriers know their patrons and therefore are not likely to pay money to other than the payee of the order. For this reason and in view of the great convenience this added facility will bring to rural communities I have no hesitation in strongly recommending that it be officially extended to include the entire rural service after January 1, 1903.

Money orders issued through carriers.—The reports for the year 1902 of the number of money orders issued through rural carriers and the number of letters registered by them are a further demonstration of how eagerly the people avail themselves of every facility brought within their reach.

During the year 1901, 175,744 money-order applications were handled by 4,300 carriers. In order to make an approximate estimate of the number of applications per carrier, it will be necessary to establish an average force for the year. On July 1, 1900, there were 1,276 carriers, and during the year 3,025 carriers were appointed, at the rate of

about 250 a month. This would make the force of 1901 average about 2,800 carriers. These carriers handled during the year an average of 62.6 money orders each. In 1902, 625,946 money orders were issued through 8,466 carriers. Following the same calculation by which the average for 1901 was fixed, it is found that 6,400 carriers constituted the average force for 1902. They handled an average of 97.8 money orders during the year, an increase of 32.2 money orders per carrier, or almost 50 per cent. This is a gratifying record for the whole service, yet in county systems it is greatly exceeded.

In another part of this report a statement of the number of money orders sold by carriers in Carroll County, Md., shows an increase of 70 per cent. In Fairfield County, Conn., and Washington County, Tenn., the rate was slightly higher, and in Washington County, Pa., the increase was over 100 per cent. This tends to show that while rural free delivery throughout has given the use of the money-order system a great stimulus, the most remarkable results are obtained where the service is perfectly organized and operated as a complete local system.

Registration by rural delivery.—Not the least of the advantages conferred by rural free delivery is the power to register valuable mail in remote country districts and to safeguard its delivery by almost the same process as when a package for registration is handed into the registry window of a city post-office. The carefully devised regulations of the Third Assistant Postmaster-General, which are placed in the hands of each rural carrier, surround the registered mail received or delivered by him with every precautionary measure requisite to insure careful handling and facilities for detection in case of malfeasance. One hundred and fourteen thousand nine hundred and fifty-nine letters and packages have been registered by rural carriers in isolated farming communities, where a year or two ago the registration privilege could only be obtained by taking a day off and making a long drive to the nearest village post-office. The list of registered articles thus collected, as hereto appended, arranged by States and Territories, is interesting.

Alabama.....	1, 038	Maine	3, 890
Arizona.....	24	Maryland.....	8, 662
Arkansas.....	160	Massachusetts.....	2, 318
California.....	1, 504	Michigan.....	5, 932
Colorado.....	561	Minnesota.....	2, 275
Connecticut.....	4, 059	Mississippi.....	26
Delaware.....	673	Missouri.....	2, 487
Florida.....	9	Montana.....	5
Georgia.....	2, 112	Nebraska.....	937
Idaho.....	170	New Mexico.....	1
Illinois.....	5, 628	New Hampshire.....	2, 495
Indiana.....	6, 926	New Jersey.....	2, 086
Iowa.....	4, 534	New York.....	8, 574
Kansas.....	2, 709	North Carolina.....	1, 093
Kentucky.....	346	Texas.....	1, 102
North Dakota.....	73	Utah.....	447
Ohio.....	10, 042	Vermont.....	1, 635
Oklahoma.....	91	Virginia.....	883
Oregon.....	313	Washington.....	313
Pennsylvania.....	13, 510	West Virginia.....	2, 598
Rhode Island.....	499	Wisconsin.....	4, 567
South Carolina.....	1, 513	Wyoming.....	43
South Dakota.....	321		
Tennessee.....	5, 162	Total.....	114, 595
Louisiana.....	249		

The number of letters registered in 1901 was 48,839, or about 17 per carrier, while those registered in 1902 reached 114,595, or about 18 per carrier. Reports from county services where a perfect system aids in extending the use of the registry system are very gratifying. In Carroll County, Md., the number of letters registered increased 18.2 per cent, in Fairfield County, Conn., 25 per cent, and in Washington County, Pa., 23 per cent.

Money-order and registry systems compared.—The increase in the number of letters registered by carriers has not kept pace with money-order transactions. This is easily explained by the fact that the cost of sending a small amount of money (less than \$5) by means of the money-order system is considerably less than the postage and fee on a registered letter.

Systems not rivals.—The registry and money-order systems can not be regarded as rivals for public patronage or favor; each has its own important mission to fill, and rural free delivery is found to be a convenient medium through which they may be brought to millions of our citizens who heretofore have been denied the postal privileges enjoyed by residents of the city. Statistics of the rural free-delivery service plainly show to what extent this extension of postal facilities is appreciated by the rural communities of the United States. In not a single feature of the service has a decrease in business been found.

Rural free delivery and daily papers.—By permitting rural letter carriers to act as agents for newspaper publishers the Department adds another public convenience to rural free delivery. The opportunity to receive daily papers is a real blessing to the farmer and his family. The daily press opens to them a new view into the business and social world. It places them in direct contact with the centers of population and of trade, creating new opportunities, new ambitions, and new desires. In this way the service is bringing about an evolution in the social conditions of farm life, which will tend to lessen the flow of population from country to city.

Distribution of weather forecasts.—There is hardly a limit to the good work to be done through the medium of rural delivery. Through its means the work of other departments of the Government may be advanced. The Weather Bureau, for instance, finds the service a valuable aid in the distribution of weather forecasts. At many post-offices, where the proper information can be obtained early enough, display signals are carried by each carrier. In this way the farmer, by a glance at the passing wagon, knows just what the weather probabilities are. This information the farmers of to-day are anxious to receive, and the fact that the rural carrier conveys it makes the service a still greater convenience to rural communities.

RURAL BOXES.

In the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1903, a proviso was inserted directing the Postmaster-General to investigate and report to Congress as soon as possible the advisability and practicability of purchasing and adopting a uniform metal lock box at a price not to exceed 50 cents, for the purpose of selling the same to patrons on rural free-delivery routes at cost. In accordance with this requirement proposals were invited, and 15 bids, accompanied by sample boxes, were

received and examined by a committee of experienced postal officials appointed for that purpose. Their conclusions, which were laid before Congress May 29, 1902, in Senate Document 378, Fifty-seventh Congress, first session, were, in effect, that no locked rural letter box of sufficient durability and security could be supplied for the price named, and that it would be to the best interests of the service that a standard of size, durability, and material of construction should be established by the Department, and that the patrons of rural delivery should be permitted to erect any box complying with these specifications after a sample thereof had been submitted to and approved by the special agent in charge of the division of Rural Free-Delivery Service in which it was proposed that the box should be erected.

These recommendations received the approval of the Postmaster-General, and on the 9th of July, 1902, order 739 was issued, directing that on and after October 1, 1902, all boxes erected on rural-delivery routes should comply with the requirements thus laid down. Numerous designs in rural boxes, which manufacturers offer to supply at reasonable rates, have been submitted to the division headquarters. A number of these boxes have been favorably acted upon, and the manufacturers have been authorized to stencil thereon "Approved by the Postmaster-General," so as to bring these mail appliances within the protection of the United States statutes and to punish those inflicting willful or malicious injury upon them or interfering with the mail matter deposited therein.

Protection of the rural boxes.—The importance of bringing about gradually and without unnecessary friction a strict compliance with the departmental order that only boxes approved by the Postmaster-General shall be erected on rural routes lies in the fact that only by this method can the rural mails be given the protection which is afforded in all other branches of the postal service. The manufacture of boxes is practically thrown open to all who will comply with the requirements laid down as to size, shape, material, and security, but it is insisted that the United States mails shall be deposited in boxes appropriate for their reception and protection.

During the year depredations were committed on 347 letter boxes belonging to rural patrons and upon 13 United States collection boxes used in connection with the rural free-delivery service, a total of 360. In consequence of the amended provision of law passed by Congress at its last session, providing severe penalties for depredations on approved rural boxes, 15 convictions of offenders of this class have been secured in the United States courts, 7 other persons have been held for action by the grand jury, 166 cases were dropped for want of evidence, 170 cases still await action, and 2 cases resulted in acquittal.

SUPERVISION OF THE SERVICE.

Inspections.—It is just as necessary to maintain efficient service as it is to properly establish it. A great many postmasters not familiar with rural free delivery and almost all rural letter carriers having had no previous experience in the postal service are apt to form erroneous ideas about their respective duties and to misconstrue the regulations and orders of the Department. Under such circumstances it is natural that irregularities creep into a new service which, if

allowed to grow into abuses, would impair the service if not entirely destroy its usefulness. To cure such conditions, wherever they may be found to exist, is the special work assigned to the supervisor of rural free delivery and route inspectors. When irregularities are disclosed by complaints of patrons and others special investigations are made, but those that are not brought to the attention of the Department in that way are sure to be brought to light by the regular inspections which are made of each route at least twice a year. At the same time carriers as well as postmasters are fully instructed in their duties. As a result a more intelligent local supervision of routes is obtained and the efficiency of the service promoted.

Complaints filed against letter carriers on account of personal misconduct or unsatisfactory service are also investigated through the supervisor's office. Requests for change or modification of routes, rearranging and adjusting carriers' schedules, and the inspection of roads are also handled in this office. Inspections are made by route inspectors under the direct charge of special agents in charge of divisions, the position of district supervisor having been abolished July 1, 1902.

Box inspections.—One of the important duties of the supervisor's office is the inspection of rural mail boxes. The order of the Postmaster-General prescribing specifications for these boxes became effective October 1, 1902. In order to prevent confusion sure to arise if the enforcement of the order were placed in the hands of postmasters and carriers, instructions were issued October 1, 1902, to the effect that neither postmasters nor carriers shall condemn or decline to serve any box which has been or is now being served on rural routes. The Department proposes that unsuitable boxes shall be condemned only through a regular inspection by a route inspector or special agent. In this way a uniform method of inspection will be established. Inspections will begin December 1, 1902, to enforce the provisions of the Postmaster-General's order, fully referred to in another part of this report.

The following statement shows the number of inspections, regular and special, made during the year:

For the fiscal year ending June 30, 1902, the number of inspections made by the route inspectors attached to the six districts was as follows, viz:

District No. 1, New York, N. Y.:	
Regular inspections made.....	808
Special inspections made—	
For changes of routes.....	285
For complaints versus carriers.....	40
For miscellaneous causes.....	132
Total specials.....	457
Total inspections.....	1,265
District No. 2, Philadelphia, Pa.:	
Regular inspections made.....	636
Special inspections made—	
For changes of routes.....	273
For complaints versus carriers.....	39
For miscellaneous causes.....	219
Total specials.....	531
Total inspections.....	1,167

District No. 3, Marietta, Ohio:	
Regular inspections made.....	1,292
Special inspections made—	
For changes of routes.....	403
For complaints versus carriers.....	60
For miscellaneous causes.....	130
Total specials.....	593
Total inspections.....	1,885
District No. 4, Chicago, Ill.:	
Regular inspections made.....	2,218
Special inspections made—	
For changes of routes.....	430
For complaints versus carriers.....	91
For miscellaneous causes.....	206
Total specials.....	727
Total inspections.....	2,945
District No. 5, Nashville, Tenn.:	
Regular inspections made.....	483
Special inspections made—	
For changes of routes.....	98
For complaints versus carriers.....	17
For miscellaneous causes.....	57
Total specials.....	172
Total inspections.....	655
District No. 6, San Francisco, Cal.:	
Regular inspections made.....	225
Special inspections made—	
For changes of routes.....	40
For complaints versus carriers.....	6
For miscellaneous causes.....	20
Total specials.....	66
Total inspections.....	291
Total inspections by all districts.....	8,127
Subdivided as follows:	
Regular inspections.....	5,544
Specials—	
Changes of routes.....	1,567
Complaints versus carriers.....	343
Miscellaneous reasons.....	773

Much good is accomplished by these inspections, not only in the results obtained in specific cases but in the moral effect they have upon the discipline of the service throughout.

CARRIERS' SCHEDULES.

It is the aim of the Department, by a thorough investigation of service rendered and of time schedules, and by a careful inspection of routes, to establish a uniformity of rural service throughout the country. As the number of miles traveled by carrier is largely dependent upon the kind and condition of roads, time schedules and mileage vary in different sections of the country. In Georgia, for instance, carriers require, on an average, eight hours and fifteen minutes to travel and serve a route of 23.41 miles, while in California they are able to serve

a route 25.9 miles in length in five hours and forty-eight minutes. In Virginia the average is nine hours and seven minutes for 23 miles, while in Maine only five hours and forty-seven minutes are required to serve a route a trifle over 23.5 miles in length.

For the purpose of comparison, the average of mileage made by rural carriers in eleven States, representing the Atlantic and Pacific coasts, the north and the south and the middle sections of the United States, was computed. In California carriers average 25.9 miles a day; in Georgia, 23.41; in Kentucky, 23.9; in Maine, 23.26; in Massachusetts, 22.8; in Michigan, 25; in Missouri, 20.75; in Ohio, 24; in Oregon, 22; in South Carolina, 25.95; in Virginia, 23, making a general average in these eleven representative States of 23.63 miles a day, or a trifle more than $3\frac{1}{4}$ miles per hour.

It should be remembered that in this hour, while the carrier serves $3\frac{1}{4}$ miles, he must open every rural mail box either to deliver or collect mail, must stop frequently to sell stamps or stamped envelopes, receive letters presented to him for registration and stop long enough to fill out and give to patron a proper receipt for same; and he is often called upon to transact money-order business. Besides his regular duties a carrier often serves intermediate post-offices with closed pouches. This, too, takes time and not infrequently causes delays.

It must also be borne in mind that a rural carrier is required to deliver at the door of a bona fide patron of his route any registered letter, special-delivery letter, or pension papers that may be addressed to one of his patrons. This "special house delivery" sometimes requires the carrier to drive two, three, and even more miles off his route, increasing in that measure his daily travel.

The average time required for a rural carrier to serve one mile of route, as deduced from comparative table of the eleven representative States mentioned, is a few seconds over 16 minutes, and the cost of such delivery to the Government is a trifle over 8.1 cents a mile.

In view of the fact that that "8.1 cents per mile" covers carrier's delivery and mail collection as well as clerical service, as heretofore described, the cost is not exorbitant, and when compared with the cost per mile of the star-route service, for the mere transportation of mail in bulk, it is entirely reasonable.

Nevertheless, the Department hopes to be able to reduce these figures somewhat. Investigations have shown that in localities where the service has been thoroughly established and roads are in fairly good condition, a 25-mile route may be served properly in 6 or $6\frac{1}{4}$ hours. With uniform 25-mile routes the cost of service per mile, by rural carrier, will be reduced to $7\frac{1}{4}$ cents, carrier's salary being \$600 per year.

The Department also hopes, during the next year, to cause a great improvement in carriers' time schedule along the route; in other words, punctuality in time of arriving at given points each day in order that patrons may know with some degree of certainty when they may meet the carrier at the box to register a letter or make application for a money order, or to purchase stamps; also that at intermediate post-offices, having closed-pouch service by rural carrier, postmasters may know at what time pouch mail should be closed and ready for exchange with carrier.

House delivery of special first-class matter will render impossible an absolute observance of any time schedule along the route, but the

working up to a schedule will tend toward greater punctuality and regularity of service along the line of route.

Maps.—As rural free delivery becomes more extensive, the necessity for correct maps is increased. This is especially true in counties where a complete system of rural delivery has been installed.

The preparation of maps is in charge of the supervisor. As soon as a county has reached the point where the establishment of a few more routes will give it a complete service three copies of the county map are prepared for the use of the special agent who is assigned to complete the work. On one of these maps is outlined the existing service. On another copy are indicated all changes or adjustments made necessary by the adding of new routes. When the work of inspecting and readjusting routes is finished the special agent drafts on the third copy the complete and perfected service. The maps are then returned to Washington to be used as data for the preparation of a correct map showing the county service in detail.

Maps of this kind are prepared in such a way that they may be easily reproduced by the usual processes. Copies of these are sold to merchants and others at a price sufficient to cover the expense the Department has incurred for the work.

Good roads.—One of the prerequisite conditions for the establishment of the service is good roads. The experience of the past two or three years has convinced the Department that the success of the service, the ultimate perfection of its operation, depends so largely upon the good condition of the public highways that it exacts from petitioners for the service an agreement on their part to improve the roads or to see that the proper authorities will do so. Periodical inspections are made of all routes in order to ascertain what roads need repairs, so that steps may be taken to have road supervisors or other authorities make the necessary improvements or repairs. The Department realizes, of course, that it is powerless to legally force a compliance with requests of this kind, but it has it within its power, at any time, to withdraw rural delivery from the roads over which its operation is impeded or rendered impossible because of a lack of proper attention to public highways by State or county authorities.

It is gratifying to note that the Department has had to resort to this extreme in but one or two instances. In almost every case its request is promptly complied with by both the authorities and the people. Special agents report a willingness, as a rule, on the part of prospective patrons of the service to repair and even build roads and bridges in order that they may be given the advantages of rural delivery. So anxious are they to receive the improved mail facilities afforded by rural free delivery that some counties have formally agreed in advance, through the proper authorities, to stone or gravel all roads in order to secure the installation of the county system. This is especially true of counties in the States of Indiana, Ohio, Michigan, Wisconsin, and Illinois.

The Department has taken such a deep interest in the building and maintenance of good roads that it has earnestly cooperated with the Department of Agriculture, through its Division of Good Roads Inquiries, to encourage the movement. For this reason it has been represented officially at several good roads conventions, held in different sections of the country under the auspices of the Department of Agriculture.

It may be claimed that the motive back of the Post-Office Depart-

ment's interest in good roads is a selfish one; that it desires the building of good roads primarily for the benefit of rural free delivery. To a certain extent this is true; the Department's first interest is to provide an efficient and satisfactory mail service to all the people. This can not be done in country districts unless the roads traveled by rural carriers are passable during all seasons of the year and under all conditions of weather. This office is therefore ready to promote or encourage any movement that will improve conditions for the operation of an efficient mail service.

The enthusiastic friends of the good-roads movement admit that it has never before received an impetus equal to that created by the agitation for and introduction of rural free delivery. In fact, it is generally conceded that the practical solution of the question lies in the rapid and systematic extension of that service—the one channel through which the National Government may assist in bringing about road improvements throughout the country, which as internal improvements could not be aided by direct appropriation from the Federal Treasury.

CLASSIFICATION OF THE RURAL FREE-DELIVERY SERVICE.

On November 27, 1901, the President issued an amendment to the civil-service rules classifying all employees of the rural free-delivery service. Under the provisions of the rule 113 special agents and route inspectors immediately became classified, but provision was made that rural carriers would not be included until special regulations could be prepared to meet the peculiar conditions surrounding the new service.

In the classification of the rural letter-carrier service a difficult problem presented itself. The rapid growth of the service, the conditions necessary to make a good and effective service must necessarily be fully considered in order that no stumbling-block might be placed in the way of progress, that no technicality might prevent the patrons of the various routes from being served by persons with whom they were acquainted and who possessed their confidence.

It was generally conceded from the first that the system of classification established in the city carrier service, if applied to the rural service, would operate to prevent the extension of rural free delivery at a sufficiently rapid rate to satisfy the eager and persistent demands of the people. Some simpler method had to be devised. To this end several conferences were held between representatives of the Department and the members of the Civil Service Commission. On December 26, 1901, suitable regulations were agreed upon and at once approved by the Postmaster-General. On the following day they received the formal approval of the United States Civil Service Commission and were promptly promulgated to become effective February 1, 1902.

Under section 1 of the regulations, a nonpartisan board of five members, selected by the Postmaster-General from among the employees of the Post-Office Department, to be known as the Central Board of Examiners for the rural carrier service, was appointed by the United States Civil Service Commission.

The first regular meeting of the board was held on February 1, 1902. Between that date and the date of the writing of this report more than 50,000 applicants for appointment to the position of rural letter carrier in the various States of the Union have been examined and 4,016 certifications made.

Seven route inspectors are detailed to act under the immediate direction of the board in conducting special examinations for the pur-

pose of filling vacancies in the service at post-offices where no eligible register exists. All the special agents and other route inspectors of the rural free-delivery service are auxiliary members of the board, and act in a dual capacity for it and for the Department. All papers and reports in connection with the examinations of applicants for positions in the rural letter-carrier service are forwarded direct to the board, where each paper is rated upon its merit and the report of the examiner. The name of the person who secures the highest mark is placed at the head of the eligible register and certified for appointment. The names of the other applicants who meet the requirements are placed upon the register in the relative order of the marks made by them, and are certified in turn when vacancies occur.

The records of these examinations are in the permanent custody of the board, but are subject to the direction and constant supervision of the United States Civil Service Commission, the board being held accountable to the Commission for every act in connection with the examinations.

The examination to which applicants are subjected is by no means technical or severe, but is a simple and practical test of their ability to read and write. It consists of two parts: First, a series of 29 personal questions relating to citizenship, place of residence, acquaintance with patrons, ability to furnish necessary equipment and a substitute to act in cases of emergency, physical condition, the filling in of a rural letter carrier registry receipt, and a receipt for money paid for the purchase of money orders, followed by the reading of 25 addressed cards. The answers to the questions and the receipts must be written in the applicant's own handwriting and acknowledged under oath. Second, an investigation on the part of the examiner as to the relative fitness of the various applicants. In this connection the special agent or route inspector conducting the examination is required to make a report upon the general reputation of each applicant, the condition of his health, and the wishes of the patrons of the route. The board, in making up the eligible register, carefully reviews the papers and the report, and they are rated in every case in accordance with an established rule approved by the Commission. Neither political nor religious considerations are entertained, but the best interest of the service alone controls.

On account of the rapid growth of the service and the marked change in the manner of making the appointments, a few unfortunate certifications may have been made in early stages of the work through error of the examiner in not making a proper investigation; however, the personnel of the rural letter-carrier service has manifestly improved. In many cases the competition is very animated. Young men of high character, realizing that the appointments are made upon merit, are induced to apply. Farmers, highly respected in their communities, look upon the work as an honorable and pleasant vocation. The carrier, knowing that he can rely upon the protection of the civil-service law in the faithful and honest performance of his duties, takes an interest in upbuilding the service.

This system of examinations make rural free delivery strictly a home service. Section 15 of the regulations provides that—

Application shall not be considered from a person who has not lived for at least one year directly on or within the territory of the route or within the territory of the office from which the route starts.

The rural carrier must therefore be a person well acquainted with the roads covered and the people served by the route.

The fact that there have been so few complaints against the special agents and route inspectors as to the conduct of these examinations is very gratifying. Every complaint has been fully investigated by the board, and in only one instance has such a complaint been of so serious a nature as to make it necessary to call to it the attention of the Department; in that instance the offending special agent was promptly disciplined.

In several instances complaint has been made that a postmaster has acted in collusion with his friends to keep competitors in ignorance of the time of an examination in the interest of the application of a certain friend. All cases of this kind about which the board was made cognizant have been fully investigated, and wherever it was found that the complaint was based upon facts the postmaster has been reprimanded, the examination reopened, and all bona fide applicants given an opportunity to compete. Whenever it is possible to do so a member of the board personally investigates complaints.

A member of the board has visited a majority of the special agents and route inspectors while they were conducting examinations in the field, so as to acquaint himself with the practical side of the work. In examinations for the appointment of carriers in county rural free-delivery service, where a large number of applicants invariably present themselves, some member of the board is nearly always present. In this way the work is kept under constant and close supervision, and the board is enabled to act upon frequent and useful suggestions for the betterment of the rapidly growing service.

In a majority of the examinations not less than four applications are received for each route, while in a number of cases more than thirty persons have appeared for examination for one appointment. In such cases it is difficult to determine upon their relative merit. In a special examination recently conducted for filling vacancies on routes No. 1 and No. 4 at Austin, Tex., there were thirty-two applicants. The route inspector who conducted the examination reported that after making a careful investigation he was convinced that each of the applicants bore an excellent reputation in the community in which he lived, and that any one of them would make a good carrier. In this case the board certified the applicant who received the highest rating in the scholastic part of the examination.

The plan on the whole has worked admirably, and the success of the experiment proves conclusively that the principle of the civil-service law may be applied to any class of public employment in such a manner as to meet the conditions peculiar to it.

RURAL LETTER CARRIERS.

Personnel.—As a class there are no more faithful employees in the Government service than the great army of rural carriers. They perform their duties with great fidelity, sometimes under most trying circumstances, especially during seasons of the year when the weather is severe and in sections where the roads are poor and the country is rough.

Out of a force of 8,466 letter carriers, 37 were removed from the service. Of this number, only 6 were arrested and tried for criminal

violations of the postal laws and regulations. The total separations for cause constitute less than one-half of 1 per cent of the force. This record excels that of any other branch of our postal service, and it is one of which the rural carriers may feel justly proud. From the very beginning of the service the Department has had little trouble in securing suitable men for the position of rural carrier, even when the annual salary was much less than it is to-day. However, it is the consensus of opinion of those closely identified with the installation and management of rural free delivery that the classification of the service on February 1, 1902, and the increase of salary from \$500 to \$600 per annum on March 1, 1902, have brought to the ranks of the carrier force a better class of men, on an average, than those selected under the old system.

Resignations.—During the year 1,544 rural letter carriers resigned, or about 18 per cent of the whole force. Compared with other Government services employing large numbers of men, this is a very large proportion of the force. An explanation may be found in the fact that the carrier's annual salary prior to March 1, 1902, namely, \$500, was not sufficient to attract to or keep in the service men who during this period of phenomenal prosperity were offered better opportunities for employment at a much higher rate of salary. After the salary was raised March 1, 1902, to \$600 per annum, resignations dropped very considerably, although to-day the number is still very high.

Deaths.—During the year there were about 20 deaths, or about one-fourth of 1 per cent of the force. While it is true the rural-delivery service compared with the city service is still very young, and therefore employing a force whose average age is much lower than that of the older service, yet the very small death rate among rural carriers compared with that of the city force is quite remarkable. The death rate in the city service was about three-fourths of 1 per cent, or 7.5 per thousand. Making due allowance for the difference in the average ages of the two services this record fairly indicates that rural carriers as a class are stronger and more robust than carriers employed in cities.

Annual leave of absence.—There seems to be no good reason why rural carriers should not be granted an annual leave of absence with pay. There are, in fact, especial reasons why this privilege should be allowed. The exigencies of rural free delivery require that the service be performed every day in the year, including legal holidays, Sundays alone excepted. This stringent regulation was made necessary because a great many rural carriers, in addition to performing their regular duties, are required to supply intermediate post-offices with locked pouches. When these offices were formerly supplied by star routes a six-times-a-week delivery and dispatch was made regardless of legal holidays. Under these circumstances the rural-delivery service, which superseded the star service, was compelled to continue the frequency of mail supply to these post-offices; otherwise the claim might justly be made that rural free delivery tended to diminish and not to increase postal facilities. In view of the fact, therefore, that rural carriers are necessarily denied the enjoyment of legal holidays unless they provide a substitute in their absence, I strongly recommend that Congress be requested to make provision for a leave of absence with full pay for rural carriers, not to exceed fifteen days in each fiscal year, during which substitute carriers shall be employed at the rate of \$600 per annum.

Graded salaries.—The act of Congress making appropriation for the service of the Post-Office Department for the fiscal year ending June 30, 1903, contains the following:

* * * That on and after July 1, 1902, the Postmaster-General be, and is hereby, authorized to classify the rural free-delivery service and fix the compensation to employees in such service as follows: * * * Carriers at salary not exceeding \$600 per annum, and no other or further allowance shall be made to said carriers. But the carriers shall not be prohibited from doing an express-package business, provided it does not interfere with the discharge of their official duties.

This section fixing the salary at a maximum of \$600 per annum permits the Postmaster-General in his discretion to grade salaries according to work performed. Under this ruling the following schedule has been determined upon, fixing the salary of the carrier according to the length of the route he serves: Carriers on routes of not less than 20 miles in length receive the maximum salary of \$600. The average length of route to-day is 23.63 miles. Salaries for short routes are graded as follows: Routes not less than 16 and under 20 miles, \$500; not less than 12 and under 16 miles, \$400; not less than 8 and under 12 miles, \$300; not less than 4 and under 8 miles, \$200; under 4 miles, \$100.

Two hundred and ten carriers receive less than the maximum rate of salary. Short routes are found principally in county services, where they are established to connect full-length routes or to reach some outlying territory which otherwise could not conveniently be served.

Express business.—The provision of law permitting rural carriers to do an express-package business was no doubt intended by Congress to provide a means of additional compensation. For two or three years the Department has allowed carriers to accommodate patrons of rural free delivery by carrying packages for them, or performing other private commissions which would not interfere with the performance of official duties, and to charge such fee as might be agreed upon. Whether or not this policy will be broadened to the extent of permitting carriers to act as salaried agents of express companies, to solicit business for such companies, is a question still to be determined by the Department. The propriety of allowing them to act in this capacity is seriously questioned by many who have had long connection with the service.

WORK ACCOMPLISHED.

On July 1, 1901, 4,301 rural free-delivery routes were in operation and during the year 4,165 routes were established, or an average of 347 a month. The service practically doubled in twelve months. The appropriation for rural free delivery for the year 1902 was \$3,500,000, to which was added an urgent deficiency appropriation of \$493,740. Of this amount \$273,740 was used to increase the salary of rural carriers to \$600 per annum, from March 1, 1902; the remaining \$220,000 enabled the Department to expedite the establishment of a large number of routes for which favorable reports had accumulated in this office.

On July 1, 1901, the number of petitions received at the Department since the establishment of the first route in 1896 reached 10,243. During the year 1902, 12,403 petitions were filed, making a total on July 1, 1902, of 22,646. It will be observed that the number of petitions received during this year exceeded by over 2,000 the total number filed during the preceding four years. This statement alone is sufficient to show the increasing popularity of rural free delivery and more particularly to illustrate the incessant appeal from the people for the prompt completion of the service throughout the country.

From the very beginning the demand for service has far exceeded the ability of the Department to establish it. Even now it is impossible to keep up with the stream of petitions flowing into Washington, although routes are being established at a rate double that maintained last year.

Since July 1, 1902, about 2,400 petitions have been received, or about 600 per month—a large average for this season of the year. Requests for service are usually accompanied by the expressed expectation of the petitioners that the routes will be established at once. Nothing short of immediate action by the Department satisfies them. They know their neighbors are enjoying the service and can not understand why it is not extended to them at once.

Every part of the country is clamorous for the service; and from those sections where the least interest was formerly manifested, and the people, from a lack of proper understanding of the matter, seemed loath to accept the benefits of rural free delivery, and were, I may say, even antagonistic to it, the demands for the service and importunities for prompt action on petitions are now perhaps the greatest.

In its efforts to stem this tide of popular demand for rural free delivery and to comply with the no less earnest requests of members of Congress that pending applications in their respective districts be investigated with all possible dispatch, the Department has been compelled to assign its entire field force, route inspectors as well as special agents, to the examination of petitions for the establishment of service. Since July 1 the entire force has been kept under strain to accomplish the greatest possible results consistent with efficient work and good service. As a result of this constant pressure favorable reports for at least 1,700 routes have accumulated at headquarters in addition to the number of routes established since July 1. The rate per month of establishing service naturally went far beyond what the Department intended or for which appropriation was made. As soon as routes assigned for establishment November 15 and December 1, 1902, are installed, the total number established since July 1 will be 4,000. When it is pointed out that this is within 200 of the total number placed in operation during the whole of the preceding fiscal year, one may form an idea of the rate at which service has been extended since July 1.

More funds needed for 1903.—When the amount of current appropriation was fixed at \$7,000,000 the Department intended to distribute the \$1,800,000 available for additional routes so that 5,500 could be established during the year at the rate of 460 on the first of each month. Instead of this, however, and for reasons fully explained herein, 4,000 routes have been established or assigned during five months, and of this number 1,000 were begun July 1, 1902. The average for five months is 800, or almost double the number originally fixed in the schedule. A simple calculation shows that with the amount required for the routes ordered to begin December 1 the entire appropriation has been absorbed, leaving on that date fully 1,700 routes for which there is no appropriation available. At the rate favorable reports are now being submitted by special agents and route inspectors this number will be increased by January 1 to at least 2,500. To comply with the almost irresistible demands of the people and members of Congress for the prompt installation of these

routes the Department needs an additional appropriation of \$500,000, otherwise it will be necessary to defer further establishment of service until July 1 next.

If Congress in its wisdom sees fit to provide the additional funds, which will no doubt be requested through the proper channel, the 2,500 routes will be disposed of by May 1, and at the end of the fiscal year 15,000 letter carriers will be in active service. This is the number on which the estimate is based for the appropriation for the succeeding year.

The following table gives the status of the rural free-delivery service on October 15, 1902, by States, showing the number of petitions received to that date; the number of routes in operation; the number of petitions declined; the number of routes to be established on November 1; the number of routes favorably reported but not yet established; remaining petitions to be examined and the percentage of petitions that have been examined:

Rural free delivery.	Petitions filed.	Routes established.	Unfavorable reports.	Nov. 1, 1902, service.	Reports awaiting action.	Total number of petitions pending.	Per cent investigated.
Alabama	258	76	50	9	12	111	56.99
Arizona	6	2	0	0	0	4	33.33
Arkansas	57	21	3	0	6	27	52.63
California	200	126	28	1	19	86	87
Colorado	95	45	12	1	3	34	62.11
Connecticut	205	164	17	8	8	18	91.22
Delaware	96	78	8	0	3	7	98.75
District of Columbia	8	2	1	0	0	0	100
Florida	13	3	2	0	0	8	38.46
Georgia	1,094	282	167	10	86	549	49.82
Idaho	31	12	4	0	3	12	61.29
Illinois	2,077	938	124	18	191	806	61.20
Indiana	1,579	877	130	39	77	456	71.06
Indian Territory	2	0	0	0	0	2	.....
Iowa	1,967	1,092	110	10	289	456	76.09
Kansas	1,236	625	86	24	84	417	67.07
Kentucky	304	89	87	8	67	103	66.12
Louisiana	15	5	2	0	0	8	46.67
Maine	247	136	26	1	23	61	75.30
Maryland	301	215	18	1	10	57	81.06
Massachusetts	175	102	13	12	7	41	76.57
Michigan	1,342	637	85	23	63	534	60.21
Minnesota	884	383	37	50	113	301	65.96
Mississippi	92	3	11	0	25	53	42.39
Missouri	1,231	490	62	31	129	519	57.84
Montana	16	1	1	0	0	14	12.50
Nebraska	739	300	58	2	110	269	68.60
Nevada	0	0	0	0	0	0	.....
New Hampshire	163	111	17	1	19	15	90.80
New Jersey	146	85	15	0	6	40	72.60
New Mexico	3	1	0	0	2	0	100
New York	1,295	809	108	21	143	219	88.09
North Carolina	717	175	90	18	58	375	47.70
North Dakota	57	21	11	0	5	20	64.31
Ohio	1,963	835	116	23	133	756	61.48
Oklahoma	115	19	0	0	2	94	18.26
Oregon	130	50	14	1	22	43	66.92
Pennsylvania	1,193	641	61	50	95	346	70.99
Rhode Island	26	16	3	0	4	3	88.46
South Carolina	578	187	136	7	46	202	65.05
South Dakota	160	80	18	7	29	26	84.44
Tennessee	1,007	334	52	11	61	549	45.48
Texas	632	183	20	0	77	347	45.09
Utah	38	12	7	0	15	4	89.47
Vermont	202	110	19	8	18	47	76.78
Virginia	473	169	34	4	39	227	62.01
Washington	85	43	10	7	2	23	72.98
West Virginia	129	53	11	0	18	47	68.56
Wisconsin	994	500	52	12	51	369	62.51
Wyoming	8	5	3	0	0	0	100
Totals Oct. 15, 1902	24,359	11,199	1,384	413	2,218	8,645	64.51

THE PROBABLE COST OF UNIVERSAL RURAL DELIVERY.

It has been estimated that the territory of the United States available for rural free delivery embraces about 1,000,000 square miles, or one-third of the country's area, excluding Alaska. The 11,650 routes now in operation cover a little more than 300,000 square miles, so that almost one-third of the available territory has been provided with service. It is only a matter of simple calculation to find that the remaining 700,000 square miles will require the employment of 26,000 or 27,000 carriers in addition to those now in the service. A reasonable estimate places the entire force of carriers at 40,000 when the extension of the service will have been completed. This will be accomplished within the next three years. With the carrier's salary fixed at \$600 per annum the annual gross cost of a complete rural free-delivery service therefore will approximate \$24,000,000. After that the annual increase in the appropriations will not exceed the amounts actually required for gradual local extensions and improvements such as the growth of the service and natural increase of the mails will demand.

For the past five years the annual increase in the appropriations for this service has averaged over 200 per cent; but two or three years hence, or after a complete extension of rural free delivery is effected, the annual rate of increase ought not to exceed 8 or 9 per cent, the rate maintained in the appropriations for the older branches of the postal service.

The opinion is general that there can be no halt in the establishment of rural free delivery; the people are demanding it with impatient earnestness and their demands are so vigorously supported by their chosen representatives in Congress that the pressure for service has become irresistible.

The sooner the service is completed the more quickly will the full effect of its influence upon the postal revenue be felt. Hereafter the extension of the service should be made at the rate of 12,000 routes a year until it becomes universal. To do this the Department will require such largely increased appropriations that the annual postal deficits for the ensuing two or three years will probably reach \$8,000,000 or \$10,000,000 if not more; but once the service is completed and thoroughly organized the patronage from 20,000,000 of our people who have thus far been given little opportunity to enjoy the full benefits of the mail service will increase to such a marked degree that the additional revenue derived will soon reduce the deficits to present figures, if not entirely wipe them out.

ESTIMATES FOR 1904.

The following detailed statement gives the estimate of the amount which will be required for the maintenance and further extension of rural free delivery during the fiscal year beginning July 1, 1903:

	Amount.	Increase.	Decrease.
1 10 division superintendents, at \$2,500 (increase of 3 and \$100 each).....	\$25,000	\$8,200	
2 4 special agents, at \$1,800 (new grade).....	7,200	7,200	
3 30 special agents, at \$1,600 (15 additional).....	48,000	24,000	
4 15 special agents, at \$1,500.....	22,500		
5 15 special agents, at \$1,400.....	21,000		
6 15 special agents, at \$1,300.....	19,500		
7 56 route inspectors, at \$1,200 (reduction of 15, at \$1,200, and 4, at \$900).....	67,200		\$21,800
8 Per diem for 79 special agents and 56 route inspectors (increase of \$1 per diem for route inspectors).....	169,000	29,500	
9 Incidental expenses of division superintendents, special agents, route inspectors, livery hire, etc.....	25,000	5,000	
10 Incidental expenses, including letter boxes, furniture, satchels, straps, badges, etc.....	700,000	50,000	
11 Pay of letter carriers.....	12,000,000	5,000,000	
12 Clerks in division headquarters.....	51,400	24,100	
Total.....	12,655,800	5,148,000	21,600

Net increase, \$5,126,400.

In submitting its first segregated estimate of the appropriation for the rural free-delivery service the Department has weighed with care every consideration tending to keep the figures down to the lowest possible amount consistent with the actual needs of the service.

A net increase of \$5,126,400 is shown over the appropriation for the current year. Of this amount \$5,000,000 is chargeable to salaries of rural carriers. Of the \$12,000,000 requested for that item \$9,000,000 will be used for the maintenance of service in effect June 30, 1903. The remaining \$3,000,000 will be consumed in the extension of service at the rate of about 1,000 routes a month.

The estimate calls for 10 division superintendents, at \$2,500 per annum, an increase of 3 in number and \$100 each in salary. The proper supervision of established service and the expeditious examination of pending applications for rural free delivery demand a further subdivision of territory. This is especially necessary in the West and Middle West, where the extension of service has been most rapid and where the great bulk of unexamined petitions belong. It is hoped that Congress will see its way clear to comply with this recommendation.

The salary of division superintendents should be fixed at \$2,500 per annum, an increase of \$100 over the present salary. It is fair that their compensation should be equal to that enjoyed by officers of other branches of the postal service holding similar positions.

No request is made for additional special agents or route inspectors, although the estimate provides a net increase of \$9,600 in the salary items for these employees. This is to enable the Department to create a new grade of special agents at \$1,800 per annum, to which 4 agents will be promoted from the \$1,600 grade, and to increase the number of special agents at \$1,600 from 15 to 30. The gross increase caused by these changes—namely, \$31,200—is reduced by \$21,600 accruing from the reduction of the number of route inspectors from 75 to 56, a net decrease of 19 in that grade.

During the development of rural free delivery the Department has found it advantageous to employ under its direct supervision a number of experienced special agents to investigate important and emergent cases, and also to adjust differences and straighten out complications which are frequently the result of the fragmentary manner in which original service was established. The long trips usually made by these men in the performance of their duties increase their subsistence expenses beyond the per diem allowance fixed by law. The extra expense incurred thus becomes a charge upon their monthly salaries. In order to correct this and at the same time to fittingly recognize the high class of services they perform, the additional \$200 is recommended.

The present law fixes the per diem allowance for special agents at \$4 and route inspectors at \$3. An experience of two years satisfies this office that this difference should not continue. The work of special agents and of route inspectors is now interchangeable, and the class of expenses incurred by them is identical. In submitting an estimate for per diem allowances the Department has taken this into consideration, and requests an additional \$29,500 to provide a uniform per diem allowance of \$4.

The only other item showing a comparatively large increase is for salaries of clerks in division headquarters. Most of the additional amount, \$24,100, will be taken up in providing a clerical force for the three new divisions contemplated in this estimate. As it is, the force employed in the division headquarters is not sufficient, and the Department has been compelled to detail clerks from Washington in order to keep up the work.

THE SPECIAL-DELIVERY SERVICE.

During the few months the supervision of the special-delivery service has been in charge of this office most of the time given it has been devoted to a study of the operation of the service, methods employed, and results obtained in the past. On the whole the service is found to be giving satisfaction, and although the Department has made no special effort to broaden its scope or extend its facilities, the increase in the number of special-delivery letters handled during 1902 was reasonably large.

During the year 7,762,685 letters bearing the special-delivery stamp were handled throughout the country. Of this number 6,786,221 are credited to free-delivery post-offices (933), an increase of 912,706, or 13.4 per cent, leaving less than one million for the other Presidential post-offices (3,807) and all fourth-class post-offices (71,184). The great difference between the volume of special-delivery mail handled in free-delivery offices and that distributed among the other classes leaves no doubt that this service presents a great field for improvement and the application of methods which will so increase its efficiency as to create a volume of business which at present it does not attract.

Compensation to messengers.—One of the principal obstacles in the way of a perfect service is found in the method of selecting and paying messengers. The limit the law places upon their monthly compensation is a decided detriment to the service. At present a messenger boy can earn not to exceed \$30 a month. Bright, capable boys in large cities have no trouble in earning the maximum during the first

twenty days of the month. During the remainder of the month they are forced to remain idle. This not only works a hardship to the boys, but deprives the service of its most efficient messengers during a portion of the month. The limit of monthly compensation should, I think, be raised to \$50. It is therefore suggested that a recommendation be made to Congress that the act of March 3, 1885, establishing the special-delivery service, be amended to that effect. Such an amendment will not carry with it any additional expense to the Department. The amount of business and the efficiency of the messenger will determine whether he will receive the maximum compensation in any one month.

Uniforms and bonds.—If Congress should see fit to provide for more compensation to messengers, the Department would be justified in requiring them, at their own expense, to wear a distinguishing uniform while on duty. In many large offices the practice of uniforming messengers has been in vogue for some time. A neat uniform not only adds to the general appearance of the service, but, in identifying its wearer as a Government employee, guarantees a certain amount of protection and respect which civilian dress does not receive.

Every employee of the mail service intrusted with important mail should be required to give bond for the faithful performance of his duties. The postal laws and regulations do not require that special-delivery messengers shall furnish bond, but some postmasters, exercising their discretion in the matter, exact a good and sufficient bond as a prerequisite condition for an appointment as special messenger. This practice should be extended to the whole service, and I recommend that the postal laws and regulations be amended accordingly.

Personnel of the force.—The service has reached such importance that its employees should be taken from the very best class of boys obtainable. I would therefore suggest that the minimum age of messengers be raised to 15, and the maximum fixed at 18 years. As an additional incentive to the worthy and efficient messenger he should be given an opportunity to enter the classified service by competitive examination when he reaches the requisite age, and if he should obtain a sufficiently high rating to be placed on the eligible register, his previous service as a messenger boy should secure him preference over other successful applicants when a vacancy is to be filled in the letter-carrier force. I respectfully recommend that this question be submitted to the United States Civil Service Commission to the end that a feasible plan of this kind may be agreed upon.

Protection required.—It is not an uncommon occurrence for special-delivery messengers to be refused signature for special-delivery letters or otherwise obstructed in the discharge of their duties, even to the extent of personal violence. The postmaster at Philadelphia recently reported a case of assault on one of the messengers. An investigation was made by a post-office inspector and a statement of the facts submitted to the United States district attorney as a basis for prosecution in the Federal courts. After a careful examination of the postal laws and regulations and the United States statutes the attorney found no law under which a prosecution of the guilty person could be sustained. He recommended, however, that there should be "some provision made to cover the case." It seems to me that the same protection afforded letter carriers while in discharge of their duties should be given special-delivery messengers. The constantly increasing number of this class of employees and the character and importance of the

services they perform induce me to suggest that a recommendation be made to Congress for the amendment of section 3869, Revised Statutes, so that messengers employed in the special-delivery service may be properly protected in the performance of their duties, and that regulations in connection with the special delivery of mail may be enforced.

Exchange with Canada.—Many letters are dispatched to the Dominion of Canada to which the United States special-delivery stamp has been affixed through error, the sender being evidently ignorant of the fact that this stamp does not insure a special delivery within the Dominion of Canada. The same is true of our neighbors across the border, for many Canadian letters addressed to cities in this country bear the Canadian special-delivery stamp, the writers, of course, thinking that special delivery will be made of such mail here. It is thought some arrangement might be effected between the two postal administrations by which benefits of the special-delivery service could be exchanged. In fact, it has been intimated unofficially by representatives of the Canadian post-office department that a plan might be agreed upon providing for the sale of the special-delivery stamp of each country in the large and border post-offices of the other. There is no doubt whatever that such a plan would be greatly appreciated by the residents of both countries, who are becoming year by year more closely allied in commercial and social relations. It is therefore respectfully suggested that this question be taken up officially with the Canadian postal authorities, with a view to perfecting a mutual arrangement by which this improvement may be effected.

Contracts with messenger companies.—Some time ago the Department entered into contracts with the Ohio Messenger and Telegraph Company and the American District Telegraph Company for the delivery of special delivery letters. This plan is now in operation in 32 cities. I am compelled to report that it has proved a failure—at least in the large cities. Many complaints have reached this office about the inefficient service under these contracts. Taking Cincinnati, Ohio, as an example, it is found that according to the records of that office from 1897 to January 1, 1902, the average time for the delivery of a special delivery letter was fourteen minutes, two minutes less than the average throughout the United States. Since the Ohio Messenger and Telegraph Company took charge of the delivery of special mail in Cincinnati an average of fifty-seven minutes was required to deliver a letter. A similar record is found in Cleveland, Ohio, and other cities in which the contract system is in force.

Explaining one of the numerous complaints filed against the service in Cincinnati, the postmaster writes:

The present inefficient service is a serious embarrassment and injury to this office which should be corrected immediately.

And in a letter from the president of the Ohio Messenger and Telegraph Company the following statement is made:

If better time is required we must either be paid a higher rate per letter or cancel our agreement with you.

Recently the situation in Cincinnati was still further complicated and the service embarrassed by a strike on the part of the company's messengers, and the postmaster was compelled to resume service through messengers employed directly by him. Upon being advised

of this the Department promptly canceled the contract under the provisions of article 10, which gives the Postmaster-General the right to do so without formal or advance notice to the other party to the contract. The same action should be taken in every other city in which the contract system is in vogue as rapidly as the necessary investigations can be made.

Local delivery.—The utility of the special-delivery service may be greatly extended for the benefit of the business public by a development of a local delivery. It appears that little effort has been made to bring out this feature of the service, to my mind the very one which the residents of large cities, especially business and professional men, would appreciate more than any other. An experiment might be made to determine to what extent the Department would be justified in expanding the service on these lines. The scope of the experiment would include the erection of letter boxes in hotel lobbies, theaters, and office buildings for the deposit of special-delivery letters intended for local delivery, hourly collections to be made from 8 a. m. to 4 p. m., and every half hour thereafter to 9 p. m. The experiment at first could be limited to ten boxes. Well-trained messengers would be employed to make collections which would be brought to the main office, there recorded and hurried to the addressees. An experiment of this kind should be conducted under the direct supervision of the officers of the Department. Therefore Washington, D. C., should be selected if the innovation should be made.

Service to be improved.—Inspections of the service in the large cities are being made for the purpose of establishing as much uniformity of method and practice in the conduct of the service as varying local conditions will permit. A lack of system and an evident disposition on the part of some postmasters to slight or ignore the service are responsible to some extent for the complaints received from many quarters that the special-delivery stamp does not at all times produce results which the Government intended should be accomplished by its use.

It is the purpose of this office to effect changes and introduce new methods as rapidly as possible so that the service may be placed on a plane of efficiency equal to that maintained in any other branch of our postal system.

APPENDIX A.

TABLE A.—*Carroll County, Md.*

DELIVERED, 1900-1901.

	Registered mail.	Letters.	Postals.	Period- icals.	Circulars.	Pack- ages.	Total.
Hampstead.....	143	27,151	3,882	64,214	2,109	1,279	97,538
Henryton ^a							
Lineboro.....	12	2,580	521	6,000	515	155	9,782
Middleburg.....	71	16,063	3,825	21,821	4,366	4,613	50,750
Morgan.....	33	7,636	1,787	14,858	493	237	25,066
Mount Airy.....	203	55,128	12,341	194,758	8,676	5,518	187,186
New Windsor.....	76	29,031	10,698	42,613	15,411	1,498	108,512
Patapeco ^b							
Sykesville.....	142	36,669	4,439	71,045	4,014	1,579	117,847
Taneytown.....	66	41,929	9,232	78,117	6,171	2,433	132,949
Union Bridge.....	26	17,174	4,070	21,647	902	1,495	45,329
Westminster.....	1,671	437,965	85,121	828,123	74,698	33,279	1,458,847
Woodbine.....	63	13,701	2,967	20,412	98	509	37,750
Yorkroad.....	18	11,569	3,376	20,302	2,910	911	39,061
Total.....	2,521	696,575	142,429	1,376,906	120,363	52,551	2,310,624

^a Service not inaugurated until October 1, 1901.

^b Service not inaugurated until January, 1902.

COLLECTED, 1900-1901.

	Registered mail.	Money orders.	Letters.	Postals.	Period- icals.	Circu- lars.	Pack- ages.	Total.	Grand total of pieces handled.
Hampstead.....	249	17	13,417	1,692	2,151	67	232	16,879	114,412
Henryton ^a									
Lineboro.....	81		2,493	322	8	1	10	4,498	14,280
Middleburg.....	20	16	3,168	476	25	10	26	3,740	54,499
Morgan.....	46		8,104	1,477	217	82	74	9,996	35,054
Mount Airy.....	344	107	46,414	7,271	3,738	1,193	976	60,194	247,380
New Windsor.....	109	37	26,263	6,556	2,758	401	293	36,462	144,974
Patapeco ^b									
Sykesville.....	307	84	32,776	3,006	732	345	542	22,468	140,315
Taneytown.....	113	67	25,285	5,185	666	211	272	32,678	165,627
Union Bridge.....	38	76	9,879	2,330	903		237	12,563	57,878
Westminster.....	2,079	1,440	250,384	53,748	59,447	9,403	8,834	385,335	1,844,182
Woodbine.....	137	2	6,999	1,136	421	45	153	8,893	46,643
Yorkroad.....	69	20	8,853	2,439	250	429	130	12,190	51,271
Total.....	3,592	1,766	435,040	85,617	70,915	12,090	11,779	605,886	2,916,510

^a Service not inaugurated until October 1, 1901.

^b Service not inaugurated until January, 1902.

TABLE A.—*Carroll County, Md.*—Continued.

DELIVERED 1901-2.

	Registered mail.	Letters.	Postals.	Period- icals.	Circulars.	Pack- ages.	Total.
Hampstead	186	31,586	4,292	72,670	2,977	2,417	113,977
Henryton	7	3,264	480	11,089	811	156	15,297
Lineboro	14	6,963	1,015	15,641	2,185	820	26,088
Middleburg	75	14,921	4,756	24,439	9,874	6,746	60,011
Morgan	47	8,963	2,012	20,029	806	435	31,511
Mount Airy	282	64,904	14,284	189,010	20,588	6,107	229,666
New Windsor	86	42,295	10,564	57,251	9,250	1,898	121,899
Patapeco	4	1,833	250	6,891	740	105	7,825
Sykesville	188	46,671	4,870	72,376	11,107	2,189	187,257
Taneytown	81	45,126	7,872	61,720	12,294	2,271	129,478
Union Bridge	142	52,239	11,962	57,126	16,775	7,870	136,606
Westminster	2,000	461,390	102,784	905,069	171,735	40,318	1,668,246
Woodbine	79	13,545	3,189	26,046	2,816	645	46,310
York Road	26	13,497	3,926	34,622	4,013	1,364	57,347
Total 1902	3,117	806,567	172,226	1,502,508	264,915	70,886	2,796,008
1901	2,521	696,575	142,429	1,376,906	120,363	62,551	2,310,624
Increase during last fiscal year	596	109,992	29,797	125,602	144,552	18,285	485,384
Increase per cent..	23.64	15.78	20.92	9.12	120.1	34.79	21

COLLECTED, 1901-2.

	Registered mail.	Money or- ders.	Letters.	Postals.	Period- icals.	Circulars.	Pack- ages.	Total.	Grand total of pieces handled.
Hampstead	225	87	14,817	1,985	1,385	537	273	20,870	134,847
Henryton	28	10	1,988	313	18	4	21	2,382	17,679
Lineboro	166	8	4,585	624	.....	40	.....	5,461	31,549
Middleburg	18	46	3,998	629	31	15	50	4,782	64,793
Morgan	36	1	7,511	1,490	26	529	79	9,672	41,183
Mount Airy	468	263	50,708	6,865	8,659	2,577	1,060	66,979	296,645
New Windsor	97	73	25,993	6,105	1,690	1,375	353	39,047	160,436
Patapeco	12	8	5,081	745	351	186	43	6,371	14,196
Sykesville	373	190	21,244	3,279	968	382	1,041	27,475	164,732
Taneytown	135	153	29,526	6,153	347	395	289	37,096	166,576
Union Bridge	120	182	32,051	6,102	2,012	1,216	817	42,692	179,298
Westminster	2,268	1,878	278,658	58,896	60,692	21,556	10,037	438,965	2,117,231
Woodbine	155	4	8,798	1,412	677	397	243	11,676	57,986
York Road	144	96	11,889	2,997	121	1,357	209	17,213	74,560
Total 1902	4,248	2,994	496,742	96,586	71,987	31,066	14,515	725,708	3,521,711
1901	3,592	1,766	435,040	85,617	70,915	12,090	11,779	606,886	2,916,510
Increase during last fiscal year	656	1,228	61,702	12,969	1,072	18,976	2,736	119,817	605,201
Increase per cent..	18.26	70	14.18	15.14	1.51	157	23.23	19.77	27.6

POSTAL MONEY-ORDER SYSTEM.

It has been computed by those familiar with the subject that the monetary transactions of the world are relatively 93.3 per cent in paper representing money, and but 6.7 per cent actually in money. That the postal money-order system is an important factor in the exchange of values in the United States has been long since demonstrated, and that within a few years it has become a recognized factor in the like business transactions of the world is amply verified by the details forming a part of this report.

Both its domestic and international operations manifest the continued substantial confidence reposed by the public in its methods.

When the term "increased business" is employed in connection with this report of the operations of this system, it is used for the purpose of comparison—not of the total volume of transactions, but as covering the actual sales of orders at post-offices. Prior to 1890 the business of each of several years was less than that of the respective preceding years. During other years the increase ranged from \$2,000,000 to \$10,000,000. A phenomenal expansion of the business has occurred within the past six years, as is best illustrated by the table which follows.

Amounts of the orders issued for six years.

Year ended June 30—	Domestic issued.	International issued.	Aggregate issued.	Aggregate increase over preceding year.
1897	\$174,482,676.94	\$13,588,379.33	\$188,071,056.27	\$2,117,791.51
1898	191,354,121.63	13,239,769.27	204,593,890.90	16,522,834.63
1899	211,213,592.64	13,744,770.87	224,958,363.21	20,364,472.31
1900	238,921,009.67	16,749,018.31	255,670,027.98	30,711,664.77
1901	274,546,067.34	20,072,613.65	294,618,680.99	38,948,653.01
1902	313,551,279.88	22,974,473.11	336,525,752.99	41,907,072.00
Total	1,404,068,748.30	100,369,024.04	1,504,437,772.34	150,572,488.23

It is thus shown that the business of 1902 was not only as large as that of 1896, but was actually increased in the immense sum of \$150,572,488.23.

AVERAGE DAILY SALES FOR EIGHT YEARS.

The surprising growth of the system in recent years is also very clearly demonstrated by the following table, in which, reckoning 305 working days to the year, the average daily issues are shown:

Year ended June 30—	Average daily business.	Increase of average per day.
1896	\$556,149	.....
1897	609,682	\$53,533
1898	618,636	6,954
1899	670,799	51,163
1900	737,568	66,769
1901	838,262	100,694
1902	965,962	127,700
1902	1,108,363	137,401

I. OFFICES IN OPERATION, DISCONTINUED, ETC.

Since July 1, 1901, nearly 3,400 additional offices have been provided with money-order facilities. The post-offices transacting money-order business June 30, the offices at which money-order business was established, and the offices discontinued are in number as follows:

Domestic:	
Number of offices in operation June 30, 1902	31,680
Number established during the year	1,591
Number discontinued	440
Net increase	1,151
International:	
Number of offices in operation June 30, 1902	4,456
Number established during the year	343
Number discontinued	19
Net increase	324

In effect, however, on July 1, 1902, a large addition was made to the list, namely, 1,762 domestic and 1,483 international offices; hence at this date the number in operation is—

Domestic	34, 127
International	6, 046

Only about 40 per cent of the post-offices are authorized to transact money-order business. In some foreign countries all post-offices are money-order offices, but the conditions in the United States are such that it is not practicable to so extend money-order facilities, nor is it probable that the extension will be in greater proportion than during the past few years—about 2,000 or 3,000 offices annually. The Department can not confer upon a postmaster the privilege of issuing money orders, probably involving considerable sums, without a bond of amount sufficient to cover at least a considerable part of his corresponding liability. Such a bond the postmasters at many of the small places can not furnish, and these exceptional localities, which make up a large share of the remaining 40,000 offices, are so sparsely settled that there is seldom occasion for those who reside in the vicinity to purchase or receive orders.

II. ABSTRACT OF TRANSACTIONS FOR THE FISCAL YEAR.

General receipts and expenditures, being the aggregate transactions of the system.

GENERAL RECEIPTS.

Balance due the Department from postmasters at commencement of the fiscal year, July 1, 1901	\$6, 576, 007. 66
Domestic orders issued ^a	313, 551, 279. 88
Certificates of deposit issued by depositories for surplus funds received from postmasters	284, 379, 573. 74
Drafts drawn by postmasters on the postmaster at New York against credits granted by the Department	23, 518, 879. 53
International orders issued for payment abroad	22, 974, 473. 11
Drafts drawn by Postmaster-General on assistant treasurer, New York, against the money-order general disbursing account	21, 912, 145. 90
Transferred from postal account (borrowed by the system)	4, 092, 473. 75
Bills of exchange received from foreign countries in payment of balances due the United States	2, 658, 355. 38
Fees received for domestic orders issued	2, 453, 223. 08
Fees received for international orders issued	280, 508. 54
Gain—miscellaneous incidental receipts	5, 474. 44
Due to postmasters, being payments, etc., in excess of their receipts, remaining to their credit June 30, 1902	4, 534. 36
War tax on domestic orders issued ^b	341. 08
Total receipts	682, 407, 270. 45

GENERAL EXPENDITURES.

Domestic orders paid ^a	\$315, 220, 488. 68
Certificates of deposit issued, being the amount for which credit taken by remitting postmasters	284, 647, 458. 33

^a Since July 1, 1901, the domestic forms have been used in business with Canada, Cuba, and the Philippines; hence of this amount \$3,434,028.23 represents 228,461 orders drawn on those countries, and 358,020 orders issued in those countries, paid in the United States, amounting to \$5,502,431.62.

^b The war tax turned over to the internal revenue is apparently greater than that received; the amount turned over this year balances the sum collected this year and last year, closing the account.

Drafts drawn by other postmasters on postmaster at New York, and paid by him up to June 30	\$23, 431, 324. 49
Bills of exchange purchased at New York in payment of balances due foreign countries	17, 347, 863. 63
Deposited with assistant treasurer at Chicago by postmaster at Chicago to credit of money-order general disbursing account	13, 368, 000. 00
Deposited with assistant treasurer at New York by postmaster at New York to credit of money-order general disbursing account ..	8, 147, 738. 11
International orders, issued abroad, paid in United States, and orders issued in United States, repaid to remitters	5, 821, 729. 76
Transferred from money-order to postal account, being refund of portion of sum borrowed by money-order system	4, 913, 388. 77
Revenue from money-order business, deposited to credit of Post-Office Department	1, 763, 533. 65
Commissions paid postmasters at offices of third and fourth classes for issue of orders	776, 980. 98
War tax on domestic orders, collected by system, and deposited at Baltimore to credit of Internal-Revenue Service ^a	373, 719. 44
Losses from embezzlements, bad debts, etc., occurring in prior years, and from casualties this year	32, 578. 09
Due to postmasters July 1, 1901, being overpayments in that year refunded to them this year	5, 823. 29
Incidental expense (allowance made in 1897 not claimed until this year)	245. 78
Balance in hands of postmasters July 1, 1902, being in the form of "reserves," remittances of funds in transit, and available cash for transaction of current business	6, 556, 397. 45
Total expenditures	682, 407, 270. 45

III. FEES RECEIVED FOR ISSUE OF ORDERS.

Domestic—for the issue of orders	\$2, 453, 223. 08
International—for the issue of orders	280, 508. 54
Total fees received this fiscal year	2, 733, 731. 62
Fees received last fiscal year	2, 394, 451. 65
Increased fees received this year	339, 279. 97

IV. GENERAL EARNINGS AND EXPENSES,

Being earnings of and expenses incurred in operation of the system for fiscal year.

GROSS EARNINGS—GENERAL REVENUE.

Domestic earnings :	
Amount received for fees on orders issued	\$2, 453, 223. 08
Miscellaneous receipts ^b	5, 474. 44
	\$2, 458, 697. 52
International earnings :	
Amount received for fees on orders issued	280, 508. 54
Net gain on exchange ^c	49, 975. 13
	330, 483. 67
Total gross earnings	2, 789, 181. 19

^a The war tax turned over to the internal revenue is apparently greater than that received; the amount turned over this year balances the sum collected this year and last year, closing the account.

^b Sales of waste paper, reimbursement by bankers of cost of cablegrams, interest from cases in suit, amounts recovered heretofore charged to loss, etc. The principal portion (\$4,340.97) was paid December 10, 1901, by the Seventh National Bank of New York, for interest on the balance, while the bank was in the hands of a receiver.

^c Difference between respective amounts received for international orders and cost of bills of exchange purchased for payment of the aggregate thereof in foreign countries, due to the fluctuating market in exchange.

GROSS EXPENSES—DISBURSEMENTS (EXCLUSIVE OF APPROPRIATIONS).

Domestic expenses:

Allowed postmasters at offices of the third and fourth classes for commissions on the orders issued by them ^a	\$772, 901. 82.
Allowances for funds lost through casualties (fire and robbery) incidental to the service ^b	18, 908. 41
Balances due from postmasters on accounts accruing during previous years, and, being uncollectible, charged as "losses from bad debts".....	12, 669. 68
Incidental expenses (an account allowed in 1897, but not claimed until this year).....	245. 78
	<u>\$805, 725. 69</u>

International expenses:

Paid foreign countries commissions on orders drawn on such countries in excess of the commissions paid the United States by them ^c	\$87, 453. 64
Allowed postmasters at offices of the third and fourth classes for commissions on the orders issued by them ^a	4, 079. 16
Incidental expenses ^d	2, 104. 84
	<u>93, 637. 64</u>
Total gross disbursements.....	<u>899, 363. 33</u>

V. REVENUE ACCOUNT.

Being the general revenue of the system.

General revenue:

Receipts, being the fees.....	\$2, 789, 181. 19
Disbursements, being commissions and expenses.....	<u>899, 363. 33</u>
Difference, excess of receipts.....	<u>\$1, 889, 817. 86</u>

Division of revenue:

On domestic account.....	\$1, 652, 971. 83
On international account.....	<u>236, 846. 03</u>
The revenue, the above earnings of the system, being.....	1, 889, 817. 86
And the earnings of the previous fiscal year having been.....	<u>1, 668, 659. 29</u>
The increased earnings of present fiscal year were.....	221, 158. 57

EARNINGS, LESS EXPENDITURES.

The earnings of the system are ascertained by deducting from the foregoing revenue, namely.....	\$1, 889, 817. 86
The expenditures under appropriations (see Table X).....	<u>152, 620. 01</u>
Hence the earnings for the past year are ^e	<u>\$1, 737, 197. 85</u>

^aThree cents for each order issued is the compensation for all services rendered at these offices.

^bAllowances made by Assistant Attorney-General.

^cDifference between amount earned by foreign countries for services in payment of orders issued in the United States and the amount earned by the United States for like services. Each receives one-half of 1 per cent on amounts of the orders.

^dOf this sum \$2,031.65 represents an allowance made October 17, 1901, to the postal administration of Porto Rico, in final settlement of its accounts, for the expense incurred in purchasing drafts used for remitting funds to the United States; the remainder for cablegrams from abroad reporting payment of bills of exchange.

^eTo ascertain, however, the net earnings of the system, there should be deducted from this amount the indefinite aggregate sum expended during the fiscal year for money-order clerk hire at the post-offices of the first and second classes, money-order clerk hire in the Department, proportionate cost of rent, carriage of correspondence, etc.

VIII. ISSUES AND PAYMENTS OF ORDERS—NUMBER AND AMOUNT.

ISSUES—NUMBER.

Domestic—Number of orders issued	\$40, 474, 327
International—Number of orders issued	1, 311, 111
Total number of orders issued	41, 785, 438

ISSUES—AMOUNTS.

Domestic—Total amount of the orders issued	\$313, 551, 279. 88
International—Total amount of the orders issued	22, 974, 473. 11
Aggregate amount of the orders issued	\$336, 525, 752. 99

PAYMENTS—NUMBER.

Domestic—Number of orders paid and repaid	40, 364, 934
International—Number of orders paid and repaid	307, 679
Total number of orders paid	40, 672, 613

PAYMENTS—AMOUNTS.

Domestic—Total amount of the orders paid and repaid	\$315, 220, 488. 68
International—Total amount of the orders paid and repaid	5, 821, 729. 66
Aggregate amount of the orders paid	\$321, 042, 218. 34

IX. Comparison of business for fiscal year ended June 30, 1902, with that for fiscal year ended June 30, 1901.

	Number or amount of increase.	Per cent of increase.
DOMESTIC.		
Increase in number of orders issued	4, 887, 948	13. 7
Increase in amount of orders issued	\$39, 006, 212. 64	14. 2
Increase in amount of fees received for orders issued	\$308, 137. 35	.....
INTERNATIONAL.		
Increase in number of orders issued in United States	63, 223	5. 06
Increase in amount of orders issued in United States	\$2, 901, 859. 46	14. 4
Increase in amount of fees received for orders issued	\$31, 142. 62	.....
AGGREGATE.		
Increase in aggregate number of orders issued	4, 951, 171	13. 4
Increase in aggregate amount of orders issued	\$41, 907, 072. 00	14. 2
Increase in aggregate number of orders paid	4, 746, 518	13. 2
Increase in aggregate amount of orders paid	\$39, 487, 506. 72	14. 02
Increase in aggregate amount of fees received	\$339, 279. 97	14. 1

Averages.

	Amount.	Increase.
Domestic:		
Average amount of each order issued, 1902	\$7. 75	\$0. 04
Average amount of each order issued, 1901	7. 71	.....
Average fee for each order issued, 1902 .....	.0606	.0075
Average fee for each order issued, 1901 .....	.0602	.....
International:		
Average amount of each order issued, 1902	17. 62	1. 44
Average amount of each order issued, 1901	16. 08	.....
Average fee for each order issued, 1902 .....	.2139	.0141
Average fee for each order issued, 1901 .....	.1906	.....

Interest attaches to the peculiar conditions which are shown by the averages of amounts.

The highest averages reached by the system have been—domestic (1870), \$20.37; international (1871), \$32.07.

The lowest averages have been—domestic (1898), \$6.88; international (1898), \$13.86.

The mean averages for the past seven years have been—domestic, \$7.50; international, \$14.42.

For the fiscal year ended June 30, 1901, the average amount of orders drawn at Manila was \$52.87; at other Philippine offices, \$42.75.

NOTE.—Business with Canada, Cuba, and the Philippines being conducted on a domestic basis, so much of the above table as relates thereto is to be understood, as follows:

Issues.—228,461 orders, amounting to \$3,434,028.23, were issued in the United States for payment in those countries.

Payments.—358,020 orders, amounting to \$5,502,431.62, were issued in those countries and paid in the United States.

VI. ASSETS AND LIABILITIES,

Being the assets of the system and its liabilities June 30, 1902.

ASSETS—RESOURCES.

Cash in subtreasuries to the credit of the general disbursing account of the money-order system:

At New York.....	\$2, 214, 207. 05
At Chicago.....	826, 000. 00
Balances due from postmasters, being cash in their hands and represented by reserves or sums in transit to depositories on June 30....	6, 556, 397. 45
Total available assets.....	9, 596, 604. 50

LIABILITIES—OBLIGATIONS.

Outstanding unclaimed domestic orders (deducting deposits in the Treasury made prior to June 30 on account of unclaimed orders) ..	\$4, 466, 898. 31
Outstanding international orders, outstanding postal notes, balances on unadjusted international accounts, and differences between certificates of deposit issued and certificates for which credit is taken.	3, 044, 878. 27
Due postal account, amount of transfers for two quarters ended June 30, 1902 ^a	1, 120, 039. 52
Due Department, revenue for March and June quarters ^a	960, 254. 04
Due postmasters June 30, 1902, being amounts overpaid, unclaimed by them, balances on commissions, etc.....	4, 534. 36
Total liabilities.....	9, 596, 604. 50

VII. ACCOUNT WITH SUBTREASURIES AT NEW YORK AND CHICAGO.

The post-offices at New York and Chicago are substantially the depositories for the surplus funds of the system which accrue at the remaining 34,000 offices. Deducting the reserve of \$300,000 at the former, and \$200,000 at the latter, necessarily retained for the transaction of current business, each office deposits daily with its respective subtreasury the sum received in excess of disbursements. These deposits vary in amount, ranging from \$10,000 to \$150,000, and create the fund known as the "General disbursing account of Post-

^aSettlement has been made since the close of the fiscal year; see detailed statements elsewhere.

master-General for the money-order system." This is of course of a temporary nature, inasmuch as there is frequent occasion to withdraw by check such amounts as are required in the multitudinous transactions of the system. Ordinarily these checks are for large sums, used in payment of exchange on foreign countries, balances due the Department covering transfers from postal account, etc.

It is not the practice at present to draw checks against the account maintained at Chicago, but to transfer the accumulated funds thence to New York, generally when the amount reaches about \$1,000,000.

The detailed transactions with subtreasuries were as follows:

NEW YORK.

Balance in hands of treasurer July 1, 1901.....	\$2, 978, 614. 84	
Deposited with treasurer by postmaster at New York.....	8, 147, 738. 11	
Transferred from subtreasury at Chicago.....	13, 000, 000. 00	
		\$24, 126, 352. 95
Drafts drawn against the account during the year....	15, 820, 000. 00	
Transfers, reimbursing postal-account sums borrowed.....	3, 954, 892. 81	
Revenue paid Post-Office Department.....	1, 763, 533. 65	
War tax, paid internal-revenue service.....	373, 719. 44	
Balance to credit of Postmaster-General June 30.....	2, 214, 207. 05	
		24, 126, 352. 95

CHICAGO.

Balance in hands of treasurer July 1, 1901.....	458, 000. 00	
Deposited with treasurer by postmaster at Chicago....	13, 368, 000. 00	
		13, 826, 000. 00
Transferred to subtreasury at New York.....	13, 000, 000. 00	
Balance to credit of Postmaster-General June 30....	826, 000. 00	
		13, 826, 000. 00

X. COST OF OPERATING THE SYSTEM—INCIDENTAL EXPENSES.

All expenses incidental to transacting the business of the system are paid from appropriations, and such appropriations were made for the fiscal year in the amounts and for the purposes set forth below:

APPROPRIATIONS.

For blanks, blank books, printed matter, metal advertising signs, twine, carbon paper, and articles pertaining to its use in issue and payment of money orders.....	\$125, 000. 00
Exchange on drafts, stationery, and necessary miscellaneous incidental expenses.....	15, 000. 00
Copying presses and typewriting machines and repairs thereto.....	10, 000. 00
Rubber and metal stamps, ribbons, pads, and racks.....	8, 000. 00

Expenditures under these appropriations (clerk hire at offices of first and second classes is not included, being covered in the general appropriation for that purpose) were as follows, so far as disbursements were made under direction of the Money-Order Division:

INCIDENTAL EXPENSES.

For printed matter:	
Books of money-order forms.....	\$72, 270. 42
Ordinary blanks and books.....	44, 684. 03
	\$116, 954. 45
For engraved matter:	
Drafts, engraved, to Bureau Engraving and Printing.....	1, 060. 00

For miscellaneous matters:

Carbon paper ^a	\$1, 236. 20	
Pens (manifold) for use in issue of orders ^a	735. 00	
Strips of tin, for use in manifold process ^a	419. 00	
Tissue paper for press copies	335. 00	
		<u>\$2, 725. 20</u>

Twine 13. 00

For dating and rubber stamps, ribbons, etc. 7, 023. 80

For miscellaneous expenses:

Wrapping paper	4, 235. 00	
Adding machines and extras	3, 733. 97	
Miscellaneous items of expense ^b	2, 950. 04	
Exchange on drafts used for remitting surplus funds between post-offices and on drafts drawn on postmaster at New York ^c	2, 470. 06	
Machines for opening letters, and extras	1, 688. 21	
		<u>15, 077. 28</u>

Total expenses from appropriations..... 142, 853. 73

Other expenses authorized by the division of salaries and allowances, paid from the above appropriations, were as follows:

Copying presses and typewriting machines..... \$9, 766. 28

AGGREGATE EXPENSES.

The disbursements on incidental account were:

By money-order division	142, 853. 73
By salary and allowance division	9, 766. 28

Total incidental expenses 152, 620. 01

Excess over expenses of last year (\$123,582.12)..... 29, 037. 89

NOTE.—In the report of the Auditor there is a discrepancy in the amount of disbursements under some of these heads, such report showing sums less than the above. This is explained by the fact that this statement covers the allowances made; that of the Auditor covers so much of these only as have been taken up during the fiscal year by postmasters authorized to make the disbursements. The residue will be taken up in accounts subsequently rendered by such postmasters, but will be charged against the unexpended balances of the appropriations for the past fiscal year.

XI. OUTSTANDING BUSINESS AT CLOSE OF YEAR.

Domestic:

Number—	
Issued	40, 474, 327
Paid	40, 364, 934
Excess	<u>109, 393</u>

Amount—

Payments	\$315, 220, 488. 68
Issues	313, 551, 279. 88

Overpaid, being orders drawn during preceding year, but not presented until this year; excess..... 1, 669, 208. 80

^a Carbon paper, pens of special kinds, strips of tin, etc., are employed in the manifold process, through which the advice is a reproduction of the order.

^b Miscellaneous expenses include repairs of and freight on machinery, wringers and cloth for press-copying, arithmometer paper, text-books and financial publications, small quantities of stationery purchased by postmasters, etc.

^c While the "war-tax" act was in force many banks charged for exchange, but this item of expense will be materially reduced for the present fiscal year.

International:

Issued in United States, payable abroad—

Number:

Issued in number	1,311,111
Certified to foreign countries for payment ^a	1,301,825
In process of certification	9,288

Amount:

Issued, amounting to	\$22,974,473.11
Certified to foreign countries for payment ^a	22,784,021.71
In process of certification	210,451.40

Issued abroad for payment in the United States—

Number:

Paid by the United States	307,679
Certified to the United States	296,672
Difference between certified last year and paid this year	11,007

Amount:

Paid by the United States	\$5,821,729.66
Certified to the United States	5,602,431.62
In process of certification	319,298.04

The orders issued in those countries and certified to the United States exceeded those drawn in the United States as follows:

Excess issued.	Number of orders.	Amount.
In Canada	64,429	\$308,790.08
In Cuba	32,904	761,720.92
In Philippines	27,226	997,892.89
Total excess of issues	119,559	2,068,403.89

Certified for payment from Canada, Cuba, and Philippines	\$2,068,403.89
Excess in payments in United States over issues in those countries	1,669,208.80
	399,394.59

XII. WAR TAX ON DOMESTIC ORDERS.

An act of June 13, 1898, "providing ways and means to meet war expenditures," required the collection of a war tax of 2 cents on each domestic order issued. Such collection began July 1, 1898, and ceased June 30, 1901, by repeal of the law. During that time the system collected for and paid to the internal-revenue service \$1,931,481.94, as follows:

Collected for fiscal year ended June 30, 1899	\$579,885.90
Collected for fiscal year ended June 30, 1900	646,055.48
Collected for fiscal year ended June 30, 1901	705,199.48
Collected for fiscal year ended June 30, 1902, being amounts taken up in former unadjusted accounts	341.08
Total collection of war tax	1,931,481.94

A final adjustment of this matter was made in the settlement for the quarter ended March 31, 1902. It may be added, as worthy of note, that this large sum, wholly representing respective amounts of 2 cents, was collected without any expense whatever to the Government.

^aThis table does not include business with Canada, Cuba, or the Philippines.

XIII. AGGREGATE ISSUE OF ORDERS.

Since its organization this system has transacted an aggregate business of the amount stated below:

Period.	Kind of order.	Number issued.	Amount of issues.
Nov. 1, 1864, to June 30, 1902.....	Domestic.....	412,094,184	\$4,204,223,457.47
Sept. 1, 1869, to June 30, 1902.....	International.....	18,964,287	292,564,355.54
Sept. 3, 1888, to June 30, 1894.....	Postal notes..	70,284,173	126,474,027.15
Total.....		501,342,594	4,623,261,840.16

XIV. REVENUE OF THE SYSTEM COVERED INTO THE TREASURY.

There is a single source of money-order revenue—the fees.

There are three items of expense—

1. Clerical services at offices of the first and second classes.
2. Commissions on orders issued at offices of the third and fourth classes—3 cents for each order.
3. Printing and other expenses incidental to the operation of the system.

The general revenue is, therefore, the sum total of the fees; the revenue is the amount which remains after the three items of expense have been paid and are deducted from the general revenue.

The first-named item is indefinite and not readily ascertained, because clerks in post-offices are required to perform any official duty assigned to them. Certain clerks, therefore, may be and are employed all or a part of the time only in money-order work; hence the actual cost of this work is difficult to determine.

The second and third items of expense are accurately ascertained and are set forth elsewhere.

The “revenue” above described is ascertained quarterly, is forthwith deposited to the credit of the Post-Office Department, and is thenceforth available not only for the payment of clerical services at offices of first and second classes, but for any other expense of the service. Such “revenue” is, therefore, the actual sum which the money-order system earns for the postal service, but without deducting the expense for clerical service cited under the first item.

The revenue for last year was deposited as follows:

Revenue for quarter ended—	Amount.	Deposited—
September 30, 1901.....	\$395,172.54	Jan. 2, 1902
December 31, 1901.....	534,391.28	Apr. 2, 1902
March 31, 1902.....	474,457.04	July 1, 1902
June 30, 1902.....	485,797.00	Oct. 6, 1902
Total.....	1,889,817.86	
Similar revenue for 1901.....	1,668,659.29	
The system therefore earned (net) last year more than the prior year.....	221,158.57	

XV. THE BANKING HOUSE OF THE SYSTEM—DRAFTS ON NEW YORK.

The post-office at New York is practically the banking house and the offices at New York and Chicago are the clearing houses of the system. Sooner or later, through the process of remittances made by the smaller offices (about 34,000 in number), the funds not actually employed in daily transactions reach the two offices mentioned, and the remaining step is to transfer the surplus of these two offices to the respective subtreasuries at those places.

It is a matter of difficulty, taxing the resources of the service and presenting many intricate problems, to provide at some points funds for the payment of orders, especially in unusual and exceptional cases. At many offices the business varies greatly in receipts and disbursements; the latter are generally greater than the volume of the former at the larger places. It would be imprudent to hold large sums at an office in cash in anticipation of orders which might probably be presented thereat, but a reliable method must be employed whereby a postmaster, temporarily without sufficient available public funds, may procure without delay the sum necessary to enable him to honor all orders.

To provide such emergency funds, postmasters at offices which require such assistance are granted a limited credit with the postmaster at New York. They are supplied with blank drafts, in books of 5, 10, or 15, as may be thought best, and may draw these drafts against such credit, but in each case only to the amount of the credit granted the postmaster by the Department; if in excess of that sum, the draft would not be honored. These drafts are, as a rule, negotiated at par in all parts of the country, through banks or business houses, and frequently payees of orders to considerable amounts accept them and prefer them to cash.

During the fiscal year the postmaster at New York paid 63,143 such drafts, in number 2,744 more than last year, and the transactions were in detail as follows:

Drafts drawn by other postmasters on postmaster at New York.....	\$23, 518, 879. 53
Drafts paid by postmaster at New York.....	23, 431, 324. 49
Outstanding, having been drawn prior to June 30 and cashed through local banks, but not presented for payment at New York up to June 30.....	87, 555. 04
The drafts drawn during the last fiscal year (1901) amounted to....	20, 927, 594. 71
Excess of drafts drawn during present fiscal year.....	2, 591, 284. 82

In former years it was the practice to furnish the smaller offices with single drafts, as occasion required, for sums ranging from a minimum of \$25 to a considerable amount. Gradually this was modified, and the maximum reduced, a general credit being granted instead. About July 1 last the issue of special drafts for fixed amounts was discontinued, and to every office which applies for funds a general credit is now granted, the minimum being \$150. It is now only in exceptional cases that means are not at hand to honor within a short period an order drawn on any office, and complaints of delayed payment are therefore of rare occurrence.

General credits at New York have been granted and were in effect at 4,650 offices on February 1, 1901. At this date more than 8,500 offices have such credits.

Payments at certain places are largely in excess of available funds,

and occasionally offices find it necessary to draw single drafts for sums as high as \$50,000. For these offices credits in large amounts have been granted. Those which have such credit of \$15,000 or more are—

Buffalo	\$100,000	Salem (Mass.)	\$20,000
Washington	100,000	Adrian	20,000
Indianapolis	100,000	Minneapolis	20,000
Philadelphia	75,000	Baltimore	20,000
Rock Island	60,000	Rockford	20,000
Des Moines	50,000	Peoria	20,000
Cincinnati	50,000	Syracuse	20,000
Austin	50,000	Guthrie	20,000
Boston	50,000	Hartford	16,000
Topeka	40,000	Floral Park	15,000
St. Louis	40,000	Sacramento	15,000
Rochester	40,000	Cleveland	15,000
Port Huron	40,000	Dayton	15,000
Flint	25,000	Springfield (Ohio)	15,000
Omaha	20,000	Allegheny	15,000
Nashville	20,000	Atlanta	15,000
Louisville	20,000		

For the year ended September 30, certain offices, named below, have found it necessary to procure funds through their credit at New York in amounts exceeding \$100,000, viz:

Buffalo	\$3,600,000	Rochester	\$200,000
Rock Island	1,145,000	Flint	185,000
Port Huron	960,000	Philadelphia	130,000
Washington	500,000	Rockford	130,000
Cincinnati	435,000	Adrian	120,000
Indianapolis	285,000	Peoria	120,000
Austin	270,000	Atlanta	115,000
Springfield (Ohio)	220,000	Baltimore	110,000
Topeka	215,000	Floral Park	105,000
Nashville	210,000	Allegheny	105,000
Syracuse	200,000		

RESERVES.

By means of the "advice" a postmaster receives notification that the corresponding order, drawn upon his office, will be presented in due course, and it becomes his duty to be in readiness to honor the demand for payment. Within the past few years it has been the policy of the system to make "prompt payment of orders" something more than a regulation which may be complied with perfunctorily, and it is to-day substantially a fact that the obligations of the system in this respect are fulfilled with a promptness which is satisfying alike to the Department and the public.

The system is unique among the substantial financial factors of the world. Its business is of enormous extent, yet is conducted without a dollar of capital of its own! It has the confidence of the world, yet is without a dollar of surplus; if all its obligations were paid, nothing would remain. It is maintained solely through the temporary use of the amount of its unclaimed orders. Obviously it is necessary to keep this limited sum in constant circulation, to transfer the amounts representing this only resource with great rapidity from place to place, and especially to accumulate in the cities, which are the great paying centers, the surplus receipts of the smaller places when the issues exceed the payments.

The amounts a postmaster may be called upon to pay are indefinite, and vary so greatly that the Department authorizes at the offices where the business thus fluctuates the retention of a certain sum in readiness for such demands. This is termed a "reserve," which is increased or decreased as occasion requires. The amounts range from the minimum of \$25 to the maximum of \$300,000. In probably 85 per cent of the cases it is fixed at \$50.

On June 30 the number of offices at which reserves were authorized was.....	12,262
Number of offices to which reserves were granted during the year.....	2,704
Total reserves in effect June 30.....	\$2,375,985

Certain offices require each a reserve of or in excess of \$10,000, as follows:

New York	\$300,000	New Orleans	\$15,000
Philadelphia	250,000	Cincinnati	15,000
Chicago	200,000	Los Angeles	15,000
San Francisco	50,000	Austin	10,000
Boston	50,000	Honolulu	10,000
St. Louis	30,000	Rock Island	10,000
San Juan	30,000	Indianapolis	10,000
Washington	25,000	Baltimore	10,000

Prior to April 1 last the smaller offices were authorized under general regulation to retain from deposit a sum corresponding with the aggregate amount of their unpaid advices. If carried out in good faith, the practice was satisfactory; but, years ago, the evidence of dishonesty upon the part of some postmasters was so flagrant, in that they retained sums in indefinite amounts, for which they did not hold advices as alleged, that withdrawal of a regulation admitting of such loose practice became necessary. It could not be done arbitrarily, nor without due preparation, and for the past five years this office has given the matter very careful attention. It gradually withdrew permission to reckon amounts of unpaid advices, and granted "reserves" instead, in a large number of cases. On April 1, when the current edition of the Postal Laws and Regulations went into effect, formal modification was made of the regulation covering this matter, and since that time amounts of unpaid advices are not reckoned in connection with the surplus funds of an office.

Such an important change required revision and extension of the list of offices granted reserves, and this has been substantially completed, with results entirely satisfactory, due to the careful preparation made for such a radical change in long-existing methods. The result of the revision was that on June 30 the aggregate amount held as "reserves" was less than the like aggregate at the close of the preceding year, although 2,704 additional offices were granted such reserves.

There is no doubt that the effect will be to gradually convey to the subtreasuries a large sum heretofore held as "cash in the hands of postmasters," but not actually necessary to be so held, while the opportunity to temporarily cover up an actual shortage of such cash in the way above described is no longer afforded any office whatever.

BILLS OF EXCHANGE—FOREIGN BALANCES.

Simultaneously with the issue and subsequent "certification" of a United States money order for payment in a foreign country the United States becomes indebted to that country for an amount corre-

sponding to that for which the order is drawn. It not being practicable to remit this sum at once, nor in other than convenient aggregate amounts, the amount is temporarily advanced from the resources of the foreign postal administration. A reciprocal arrangement by convention exists with regard to payments in this country of amounts of orders of foreign origin drawn on the United States.

Payments of international balances are effected at intervals, satisfactory to the administrations concerned. The balances due from the United States are, as a rule, paid by bills of exchange purchased in New York, in open market, from the banking house which is the lowest bidder. The exceptions are as to balances due Canada, Newfoundland, or Russia, the accounts with which are settled by deposits in cash with banks in New York to the credit of the respective countries to which such balances are due.

This exchange is purchased in New York alone, and the dealers with which this business is at present transacted are:

Agency Bank of Montreal.
Baring, Magoun & Co.
Brown Bros. & Co.
Corbin Banking Co.
Goldman, Sachs & Co.
Hallgarten & Co.
Heidelberg, Ickelheimer & Co.
International Banking Corporation.
Kountze Bros.
Ladenburg, Thalmann & Co.
Lazard Frères.
Maitland, Coppel & Co.

Morton Trust Co.
Monroe, John, & Co.
National City Bank.
National Express Co.
National Park Bank.
North American Trust Co.
Richard, C. B., & Co.
Seligman, J. & W., & Co.
Western National Bank.
Yokohama Specie Bank, Limited.
Zimmerman & Forshay.

Rates are quoted daily for exchange payable in Amsterdam, Basle, Berlin, Brussels, Christiania, Copenhagen, Lisbon, London, Luxemburg, Paris, St. Petersburg, Stockholm, Vienna, and Yokohama.

The exchange purchased during the fiscal year for paying balances due by the United States amounted to \$17,347,863.63.

In view of the transactions of the present time, involving large aggregate amounts, it is not uninteresting to note that for several years after the beginning of business with other countries only the three drafts named below were necessary to pay the balances due by this country, viz:

April 1, 1870, by J. & W. Seligman & Co., \$737.

April 19, 1871, by Belmont & Co., \$8,393.

April 9, 1872, by First National Bank of Washington, \$16,538.98.

During the period which has since intervened thousands of bills of exchange have been purchased, and it is noteworthy that, save in a single instance, these bills have been honored and promptly paid, without the loss to this Department of a cent.

August 29 and September 18, 1873, three bills were purchased from Henry Clews & Co., New York, two drawn on Clews, Habicht & Co., London, the third on James W. Tucker & Co., Paris. They were dishonored and protested. The aggregate amount, including expense incurred by the Department in protecting them, was \$49,550.46. Suit was brought for recovery of the amount; the first dividend was declared July 13, 1875; the last August 21, 1901; and this seventh and last dividend (\$309.50), paid this Department May 10, 1902, was in final settlement of this long-pending litigation, resulting in a loss to the money-order system of \$32,770.03.

TRANSFER OF FUNDS.

Since the orders drawn on some offices exceed in amount, at uncertain intervals, the available money-order funds of such offices, it is a rule of the Department that in such event the postmaster shall avail himself of the temporary use of any public funds in his possession. The process is called a "transfer," and is simply a bookkeeping debit entry in the money-order account and a like credit entry in the postal account. The system is, therefore, in one sense a constant borrower from the Department proper; but, on the other hand, the transfer (being equivalent to a deposit of postal funds) aids materially in the early collection of balances due on postal account, and substantially absorbs for money-order purposes large amounts of funds as they accrue from the sale of stamps.

On the other hand, the available postal funds are at times inadequate at certain offices to meet the disbursements required for general postal purposes, and a like reverse "transfer" is made in such cases.

Heretofore the aggregate sum thus absorbed by the money-order system has exceeded very largely the money-order funds required by and transferred to the postal fund for general disbursement. During the fiscal year an arrangement was completed whereby payments to rural free-delivery employees for their services have been made through postmasters instead of directly by the Department. As in most instances the available postal funds required for these payments were inadequate, this system has supplied the residue. As a result, the amounts being transferred to postal account are rapidly increasing, and the general service is being greatly benefited through the operation of this simple and satisfactory method whereby funds in sufficient amount are always available, the machinery of the money-order service having been adapted to readily meet all such demands.

It having been ascertained by certification of the auditor that a specific sum is due the Department proper by the system, on account of transfers, payment is forthwith effected, and such settlements were made during the fiscal year as follows:

For the quarter ended—	Transferred to money-order account.	Transferred from money-order account.	Difference due postal account.	Date when deposit made to credit of Post-Office Department.
September 30, 1901	\$1,006,670.50	\$51,736.95	\$954,933.55	Jan. 2, 1902
December 31, 1901	1,090,544.63	31,539.91	1,059,004.72	Apr. 2, 1902
March 31, 1902	1,092,447.09	231,238.51	861,208.58	July 1, 1902
June 30, 1902	902,811.53	643,980.59	258,830.94	Oct. 6, 1902
Total	4,092,473.75	958,496.96	3,133,977.79	

IMPROPER PAYMENT OF ORDERS.

The correct payment of orders is a feature of the service. It is not to be expected that any agency disbursing funds in large aggregate amounts through a multitude of small payments can do so without some errors and consequent losses. The liability to such losses in this service over that in other disbursing agencies is manifestly increased in proportion to the small average sum paid to each individual, which is only about \$7. In the disbursements of small amounts less care is usually observed and more risk voluntarily assumed than when large sums are involved. Many who present orders are unknown at the offices of payment, and are unable to furnish such identification as

would be required by banks; hence paying tellers of post-offices must rely largely upon the good judgment which they acquire through experience, upon their intuitive knowledge of human nature, and upon a certain quality or instinct which more or less aids in the detection of fraudulent claimants. It is, therefore, equally a matter of congratulation and astonishment that in handling this vast business fraud involving only a small amount in the aggregate is successfully perpetrated. Attempts at deception are not infrequent, but the losses therefrom are so small in comparison as to be scarcely worthy of consideration.

That the departmental guaranty of the absolute safety of its money-order service may be tested the system has always invited complaint as to improprieties in the settlement of its money-order obligations, and it gives wide publicity to the fact that all reports of this character lead to minute investigation. If the case at any stage implies criminality, it is placed in the hands of an inspector of the Department for personal disposal, and, whatever the time or expense involved, investigation is invariably thorough and complete. The adjudication is upon the lines of justice to all parties interested; adequate punishment of those who may be involved therein to the extent of violation of law follows.

It of course happens that in many instances there is only an irregularity, and not a misdemeanor; that in others the employees of the service have been lacking in care and judgment, or have failed to observe the rules of the service framed to prevent fraud; that in some instances the claims are without foundation, and that in others the loss is due to contributory or actual negligence upon the part of the claimant. In these cases the public service is not equitably responsible, and adjustment is made accordingly.

Whatever the circumstances of loss, the Department is not legally responsible, hence no claim may be enforced against it; but, while thus protected by law, it recognizes that in certain instances where blame attaches neither to remitter, payee, nor paying official, its service would be lacking in an element of honesty if it failed to make good a sum justly due a claimant. It therefore treats these few exceptional cases as losses to be deducted from its revenues and chargeable as a part of the expense of maintaining the system.

Such losses, adjusted during the previous fiscal year, amounted to only \$172.45, and in the past fiscal year (6 cases) to no more than \$78.50. The aggregate of the disbursements in that period having been over \$602,000,000 and the total loss but \$251, the remarkable accuracy of the methods of the system and the fidelity of its employees it is thought are exemplified in such a manner as to justify a feeling of pride alike on the part of the Department and its agents and employees.

The appended tables illustrate the details:

Result of investigation.	Number of cases.	Amount.
Properly paid (no cause for complaint).....	102	\$2,011.00
Recovered from persons not entitled to payment.....	106	1,815.71
Charged to paying postmaster.....	90	791.32
Ascertained to have been fault of payee.....	5	79.00
Loss sustained by the Department.....	5	65.50
Ascertained to have been fault of remitter.....	1	47.36
Charged to issuing postmaster.....	1	12.00
Unfinished cases in process of adjustment.....	59	845.39
Total.....	369	5,667.28

At the close of the preceding fiscal year 45 cases remained unadjusted, and they were disposed of as follows during the present year:

Disposed of by Department.	Number of cases.	Amount.
Charged to paying postmaster	13	\$279. 70
Recovered amount	12	160. 55
Properly paid	12	96. 32
Ascertained to have been fault of the remitter	1	18. 00
Loss sustained by the Department	1	13. 00
Unfinished July 1, 1902	6	145. 94
Total	45	702. 51

The alleged wrong payments settled during the present year therefore involved 414 cases, of which 349 were adjusted, with results as stated below:

Disposed of by the Department.	Number of cases.	Amount.
Properly paid	114	\$2, 106. 32
Recovered amount	118	1, 966. 26
Charged to paying postmaster	103	1, 071. 02
Fault of the payee	5	79. 00
Loss sustained by the Department	6	78. 50
Fault of the remitter	2	65. 86
Charged to issuing postmaster	1	12. 00
Unfinished	65	991. 33
Total	414	6, 369. 79

DUPLICATE DOMESTIC MONEY ORDERS.

Various projects have been considered and experimented with for reducing the number of duplicates issued by the Department, but with little success. When the original order is "lost" (this vague term applies to nearly all the cases in which application for duplicate is made), the Department must promptly issue a duplicate, else the beneficiary might be unnecessarily subjected to inconvenience. In issuing such duplicate the Department relies upon the certificates of the respective issuing and paying postmasters that payment of the original has not been and will not be made by them.

Not over 3 per cent of these original orders alleged to be lost eventually reach the Department for cancellation. How so many are "lost" is one of the mysteries which time fails to solve.

The issue of duplicates last year was as follows, being 1 duplicate to every 574 orders, or seventeen one-hundredths of 1 per cent:

Number of duplicates issued	70, 535
Increase over preceding year	12, 016

This increase is extraordinary, being four times greater than the increase of the preceding year (3,109).

About 10 per cent of these duplicates are drawn to restore to remitters the amounts of orders procured by them in favor of concerns declared fraudulent by the Department.

Occasionally the orders drawn in favor of fraudulent parties are surrendered to the postal authorities, and in such cases repayment to the respective remitters is made upon the originals; generally, however,

the originals do not reach the Department, and necessarily duplicates are issued. Many duplicates were drawn last year replacing originals issued in favor of fraudulent concerns in Canada.

LOSSES FROM CASUALTIES, BAD DEBTS, ETC.

In the past twenty years the system has suffered no losses of considerable sums by reason of embezzlement upon the part of employees.^a The methods of supervision and inspection are being constantly improved, and opportunity to defraud is so remote that it is but seldom taken advantage of by an employee, whose efforts in that direction are rarely successful. It is not to be expected that the service will be entirely free from dishonesty at any time, but, judging from results in the business of financial institutions generally, it is a remarkable evidence of fidelity upon the part of the employees of this system that its losses are so inconsiderable that they form no material factor in its results.

Allowances for losses through casualties are made by the Assistant Attorney-General, and his action was favorable in claims covering the following amounts:

Nature of loss.	Amount of loss.	Increase.
By burglary of post-offices.....	\$18,341.86	\$2,790.48
In transit between post-offices.....	4,183.50	2,147.03
By fire.....	1,087.55	137.44
By robbery and larceny.....	899.18	884.45
By floods and storms.....	59.10	7.08
Total.....	\$19,751.19	\$5,967.38

^a Credits were taken by postmasters to amount of \$18,908.41. The remainder will be taken up by them in accounts for the present fiscal year.

Burglaries of offices are increasing to an extent which seems to demand heavier penalties for felony of this character. In 149 cases money-order forms have been stolen; but warning notices were at once sent to postmasters, and fortunately no attempt seems to have been made to use such forms.

The four principal losses by burglary occurred at—

Washington, Ind.....	\$473
Dagus Mines, Pa.....	471
Port Arthur, Tex.....	414
Turner, Oreg.....	293

Of the losses of funds in transit between offices, \$1,776 was due to the disaster in the harbor of San Francisco to the steamer *Rio de Janeiro*, which carried that sum in gold from the military money-order station at Pekin, China; for deposit at San Francisco. Next to this the principal loss was at Salt Lake City, of \$653, constituting remittances sent by registered mail.

The principal loss by larceny was at Chillicothe, Mo., of \$665.

^a The greatest loss in the history of the system was the embezzlement of \$115,428.71 by John W. Norton, then superintendent of the money-order division of the New York post-office, which was compromised December 29, 1876, with a loss of \$53,632.87.

BALANCES DUE FROM LATE POSTMASTERS, JUDGMENTS, CASES IN SUIT, ETC.

The amount due from late postmasters, covering accounts subsequent to July 1, 1897, and prior to June 30, 1901, in judgment, litigation, or otherwise, is \$82,758.13 being due from postmasters, at offices in the States named below:

Florida	\$11,703.04	Pennsylvania	\$1,103.93
Texas	6,142.43	Alabama	1,083.41
Indian Territory	4,629.14	South Dakota	968.04
Nebraska	3,774.03	Georgia	751.80
New York	3,611.61	Alaska	643.35
Michigan	2,384.31	California	592.75
Washington	1,954.33	Indiana	457.70
West Virginia	1,165.38	Minnesota	387.55
North Carolina	1,342.77	North Dakota	307.48
New Mexico	1,330.87	Kentucky	286.61
Colorado	1,118.46		

The above amounts respectively due from late postmasters are in each case, those below excepted, less than \$1,000. The twelve pending cases covering larger sums are:

1. Sneeds, Fla. ^a	\$10,781.10	7. Elkhorn, W. Va.	\$1,165.38
2. Sunset, Tex. ^b	5,466.67	8. Boundary, Wash.	1,521.12
3. Hartshorne, Ind. T. ^c	4,629.14	9. Mora, N. Mex.	1,330.87
4. Scotia, Nebr.	3,709.65	10. Bayville, N. Y.	1,291.43
5. Hesperia, Mich. ^d	2,386.31	11. Globeville, Colo.	1,015.40
6. Chauncey, N. Y. ^e	2,320.18	12. Gladwyne, Pa. ^e	1,103.93

For the past fiscal year the "bad debts" taken up as losses in the accounts aggregate \$13,669.68, principally chargeable to the following named places:

Calvert, Tex.	\$2,596.58	Kaufman, Tex.	\$1,536.24
Natchitoches, La.	1,907.32	Diamondville, N. Y.	618.32
Cortez, Colo.	1,798.73	Gladwyne, Pa.	603.93

UNCLAIMED ORDERS—DEPOSIT OF FUNDS OF CORRESPONDING AMOUNT.

In the supervision of this service a feature of great importance, worthy of most careful study and research, is that pertaining to the disposal of the amounts of unclaimed orders. There is justifiable pride in making brief mention of the fact that the integrity of this system is ever maintained as its leading feature and the purchaser of its orders may have absolute reliance upon the safety of its methods.

If the amount of an order shall not reach the beneficiary, or if it be not refunded to the purchaser, it may be relied on that such failure to pay the order is wholly due to the absolute inability of the system to ascertain the whereabouts of these parties. No other government gives to this feature of the service the careful attention which this

^a Embezzlement, fraudulent issue of orders, etc., 1893-1895; postmaster sentenced to six years' imprisonment.

^b Embezzlement, 1885; postmaster sentenced to imprisonment.

^c Embezzlement, 1895.

^d Embezzlement, 1899; postmaster sentenced to four years' imprisonment.

^e In 1893 a former employee personated an inspector, procured forms from these offices, and fraudulently issued them; bills are pending in Congress for cancellation of the amount of these orders charged to these accounts.

Department does, with results which amply compensate it for the conscientious effort which is maintained to deserve the confidence of the public.

Upon this subject a portion of a former report is reprinted:

It is admitted, in the light of the experience of later years, that the policy of the Department, in earlier years, in withholding information from a remitter or the payee of an order to the effect that it remained unpaid at the end of a given period, was a mistake, and that many orders, the amounts of which now remain unclaimed, might have been paid if the fact of nonpayment had been communicated in proper season to the persons interested therein.

July 24, 1882, the practice of the service was radically changed, and steps were thereafter taken to facilitate the payment of orders by requesting the respective payees to present them. January 10, 1885, this was given much wider scope; and of late years every practicable measure has been adopted to effect payment of orders within the shortest possible period after the date of issue. The resources of the system and of the service have been used to the fullest extent to trace payees of unclaimed orders, and in the event of failure to effect payment to such persons the amounts have been refunded to the remitters. The same energetic effort toward settlement is made as to all orders, whatever the respective amounts. The result affords the Department much gratification, as it considers that the issue of an order is a contract to transfer the amount thereof to the payee, the consideration being the fee; and those who patronize the system may rest assured that if it be not practicable to carry out this contract, the amount will be refunded to the remitter if it is practicable to trace the whereabouts of that person.

Funds which accrue from the sale of money orders are "trust funds," and are so regarded in the sense that such orders are obligations of the Government, to be honored whenever presented—and ignorance or forgetfulness of the holders of such obligations will not be construed by the Department as laches upon the part of such persons.

It was considered unnecessary to longer retain the idle funds in the subtreasury at New York representing the unclaimed orders issued prior to March 3, 1883, the act of which date and the later act of January 27, 1894, authorizing the Department to make use of these funds in payment of its current obligations. The system has therefore covered into the Treasury the following amounts:

DEPOSITS.

For unclaimed money orders:

Act of March 3, 1883—	
Deposited October 6, 1893.....	\$1, 250, 000. 00
Act of January 27, 1894—	
Deposited July 9, 1894.....	50, 000. 00
Deposited December 7, 1895.....	300, 000. 00
Deposited October 16, 1900.....	413, 468. 71
	<hr/>
	\$2, 013, 468. 71

For unclaimed postal notes:

Act of January 27, 1894—	
Deposited December 7, 1895.....	219, 244. 57
Deposited October 16, 1900.....	17, 286. 72
	<hr/>
	236, 531. 29
Total amount deposited.....	<hr/>
	2, 250, 000. 00

It is believed that the amount thus deposited is ample to cover all orders which will likely be presented for many years to come, and that there will be no further accumulation of other than an aggregate nominal amount.

INVALID ADVICES.

When an order becomes invalid the corresponding advice is transmitted to the Department, accompanied by evidence showing that the paying postmaster has not been able to effect payment. Careful scrutiny is given to the various details; and if any clew whatever can be

gained therefrom, this office undertakes to trace the party entitled to payment, and it is gratifying to state that in only about 10 per cent of these cases is it necessary to abandon further inquiry and trust to the eventual presentation of the original.

During the year the total amount of the invalid advices thus transmitted for the action of this office was \$119,889.60, and the aggregate amount since enactment of the law referred to is \$457,649.72.

The act of January 27, 1894, provided that, for convenience of accounting, the amounts of all money orders more than one year old must be paid by warrants drawn against the deposits as shown above, and since that time warrants have been issued in payment of invalid orders and postal notes as follows:

WARRANTS DRAWN.

For the year ended June 30:

1895.....	\$27,050.27
1896.....	27,046.45
1897.....	27,704.45
1898.....	33,408.98
1899.....	46,804.17
1900.....	61,011.80
1901.....	88,164.98
1902.....	130,365.11

Total warrants drawn 441,556.21

As an illustration of the habit of many persons to purposely hoard Government obligations or to neglect to collect them, it is stated that during the year 190 postal notes were paid by warrant. These notes were issued prior to June 30, 1894, at which time all became invalid.

In some instances holders of orders are traced to remote parts of the world. In several cases it has given this office much satisfaction to restore to heirs the amounts of orders held as savings by persons who have met death by accident or in hospitals in far distant lands.

RURAL FREE DELIVERY.

While the relations of the system to the rural free delivery service are as yet in only an experimental stage, the rural carriers received during the year 625,946 applications for orders. The extent to which these two branches of the service will eventually develop business of this character can be in a measure estimated from these figures. It is worthy of note that the Department has yet to receive the first complaint of error, incivility, or negligence upon the part of a rural carrier, a fact which bears remarkable evidence of the intelligence, courtesy, and accuracy of these employees of a new and deservedly popular branch of the postal service.

Applications are received by carriers while traveling over their routes, and corresponding orders drawn by postmasters of the respective terminal offices. If the applicant desires, the order is inclosed in the addressed envelope furnished by the applicant and mailed by the carrier or postmaster.

The matter of payment of orders by carriers is under consideration.

FOREIGN SERVICE.

To the development and improvement of its system of international exchange of orders this office has given special attention, and its efforts have been rewarded by largely increased business and the adoption in many instances of better and simpler methods.

The extension of international service to nearly 1,500 additional offices, in effect July 1 last, was one of the most important steps taken by the system, and in respect to number of offices the increase was many times greater than usual. The usefulness of this branch has always been hampered because of the restriction that only a limited number of offices might issue or pay international orders. As all offices of the first and second classes are "international," it was, after some years' preparation, decided to extend this important privilege to all offices of the third class; hence nearly 1,500 were so included. The extension brings about much more convenient service; heretofore in numerous cases the payee resided many miles distant from the point upon which the order he held was drawn, subjecting him to inconvenience, delay, and expense. An extension of these places of issue and payment materially reduces these inconvenient distances, and in consequence the improved service is greatly appreciated, especially in the Western section of the country, where complaints were formerly quite frequent. The only expense involved was the cost of the additional record books used in international transactions, in all about \$2 for each office.

A direct exchange is now maintained with the 43 following-named countries:

Apia, Samoa.	Jamaica.
Austria.	Japan (includes Formosa).
Bahama Islands.	Leeward Islands.
Belgium.	Luxemburg.
Bermuda.	Mexico.
Bolivia.	Netherlands.
British Guiana.	Newfoundland.
British Honduras	New South Wales.
Canada.	New Zealand.
Cape Colony.	Norway.
Chile.	Portugal (includes the Azores and Ma-
Cuba.	deira Islands).
Denmark, Iceland, and Faroe Islands.	Queensland.
Egypt.	Russia.
France (includes Algeria and Tunis).	Salvador.
Germany (includes Heligoland and the	South Australia.
German protectorates in Africa).	Sweden.
Great Britain and Ireland.	Switzerland.
Greece.	Tazmania.
Honduras (Republic).	Trinidad (includes Tobago).
Hongkong (China), British colony of.	Victoria.
Hungary.	Windward Islands.
Italy.	

During the year negotiations which had been pending were completed for exchange with Bolivia and Greece, and such exchange was duly announced.

Negotiations are now in progress for direct exchange with Brazil, Liberia, Roumania, Surinam, and Tunis.

For the past two fiscal years the business was as follows:

International orders issued in the United States payable abroad.

Fiscal year.	Number.	Amount.
1902	1,311,111	\$22,974,476 11
1901	1,247,888	20,072,613.65
Increase	63,223	2,901,869.46

NOTE.—With Canada, Cuba, Newfoundland, and the Philippines business is conducted upon a domestic basis.

Remittances abroad, in largest relative amounts, were made to the following-named nine countries:

Great Britain	\$5,898,185	Russia	\$1,884,643
Germany	2,887,442	Austria	1,851,336
Canada	2,867,014	Hungary	1,685,769
Italy	2,462,500	Japan	1,206,441
Sweden	1,973,667		

The greatest relative increased business was in orders certified to the following countries:

Canada	\$957,509	Austria	\$525,527
Italy	948,639	Japan	471,047
Russia	784,530	Great Britain	444,841
Hungary	703,179	Sweden	244,723

There was a decrease in issues on four countries, amounting to only \$4,035.

With the following-named countries the relative aggregate increase of business in both directions was as follows:

Canada	\$2,011,452	Great Britain	\$588,046
Italy	1,003,287	Japan	478,016
Russia	805,847	Sweden	277,504
Hungary	788,910	Germany	246,409

The remittances certified from abroad were increased in principal relative proportion as follows:

Canada	\$1,083,418	Italy	\$46,699
Great Britain	138,020	Austria	44,791
Hungary	78,788		

From seven countries the remittances decreased in amount \$12,908.

In payment of balances due the United States exchange to the value of \$2,658,355.38 was received and taken up in the accounts of the following-named offices:

New York	\$2,220,695.20
San Francisco	435,046.48
New Orleans	2,613.70
Total	2,658,355.38

NOTE.—It may be recalled with interest, in connection with the present volume of transactions with Japan (which bid fair to reach great magnitude in the near future), that in the report for 1884 the Postmaster-General stated that it was "interesting to note that 10 orders have been drawn on Japan and 24 issued in Japan for payment here."

CANADA AND NEWFOUNDLAND.

In the last annual report, in announcing the completion of arrangements for the substantial unification of business between Canada and the United States, the belief was expressed that "No change of greater importance or of more substantial benefit to the service has been made since its organization, the effect being the abandonment of the cumbersome methods followed so many years and the substitution therefor of the simple details of the domestic system."

Such improved service came into effect July 1, 1901, and an experience of a year has practically demonstrated the success of the new methods, there having been an aggregate increased business in excess of \$2,000,000. The people on both sides have been given a greatly superior service at a cost to them two-thirds less than heretofore. In every respect the unification has been satisfactory to the Department in that the cost of administration has been greatly reduced and all the methods simplified. It is a pleasure to testify to the uniform courtesy of all officials of the Canadian service; the relations between the two administrations are agreeable and cordial, each appreciating the sincere desire of the other to perfect the service in every respect.

Like negotiations, in progress with Newfoundland and delayed only because of certain details difficult to adjust, were finally completed July 15 last, when an agreement covering the transaction of business until a convention could be formally ratified was signed at St. Johns by the Postmaster-General on behalf of Newfoundland, and by the Superintendent of the Money-Order System on behalf of the United States. The new arrangement, substantially corresponding with that in force with Canada, came into effect August 1, and business thereunder is being very satisfactorily conducted.

CUBA, THE PHILIPPINES, AND CHINA.

Cuba.—On the 19th of May the military service with Cuba was discontinued, and since that date business has been transacted with the Republic, upon temporary lines, pending the formal negotiation of a convention, which, it is assumed, will be in form substantially the counterpart of that now in force with Canada and under the operation of the terms of which United States-Canadian business is being so successfully conducted.

The ascertained indebtedness of the late military administration May 19 (\$115,419.28) has since been adjusted, and settlement is in process of the amounts representing the remaining orders issued by the military service prior to May 20, but since that time presented and paid in the United States.

In amount, remittances to the United States were \$988,110.46, an increase of \$72,761.80; the remittances to Cuba amounted to \$226,389.54.

The Philippines.—An independent service with the Philippines has been maintained since July 1, 1901, in all substantial particulars identical with that conducted with Canada. The business of the year was—

Orders sent from the Philippines	\$1,338,517.09
Orders sent to the Philippines	340,624.70

There has been a decrease in the remittances from the Philippines of \$1,002,452.03, due to the modified military operations and withdrawal

of troops, the soldiers having made substantial use of the system in sending their savings to this country.

China.—An interesting example of improved service is the fact that on March 22 last the postal agency of the United States at Shanghai, China, was established as a domestic money-order office, and since that time domestic orders have been issued at and drawn on that agency. The extension of service to that place was under consideration for many years. The subject was last presented to the Department by Hon. John Goodnow, consul-general, under date of October 4, 1901, with the result above stated. The business thus far transacted shows that this novel and progressive departure offers such convenience in the way of remittances as is appreciated.

INTERMEDIARY INTERNATIONAL SERVICE.

Announcements during the year were made of completion of arrangements for drawing orders on many remote points, some not heretofore covered in the exchange of orders and others offering improved facilities, viz:

- October 10, 1901.*—New Guinea, on Friedrich-Wilhelmshaven, through Germany.
- October 10.*—Caroline Islands, on Ponape, through Germany.
- October 10.*—China, on Nieuchwang, through Japan.
- February 25, 1902.*—Turkey, on Constantinople, through Great Britain.
- February 25.*—Palestine, on Jerusalem, through France.
- March 3.*—Siam (Asia), on Bangkok and other points, through Germany.
- March 22.*—Liberia, through Great Britain.
- March 28.*—Sudan (Africa), on Khartoum, Omdurman, and other points, through Egypt.
- April 21.*—German protectorates in southwest Africa, on Gibeon and other points, through Germany.
- April 21.*—Albania (Turkey), on Scutari, through Italy.
- July 22.*—German protectorate of Kiautschou (China), on various places, through Germany.
- August 14.*—Albania, on Durazzo, through Italy.
- August 21.*—China, on Amoy and other places, through Germany.
- August 21.*—Morocco, on Casa-Blanca and other places, through Germany.
- August 21.*—Turkey, on Beirut and other places, through Germany.

A reduction in the charges for service through the intermediary of Switzerland with Roumania and Servia was effected May 5.

INTERNATIONAL DUPLICATES AND REPAYMENTS.

Duplicates.—The superintendent issued duplicates during the year as follows:

Of orders issued abroad, France excepted, payable in the United States	1,388
Of orders issued in United States payable in France ^a	248
Of orders issued in United States payable in Germany ^a	30
Total	1,666

Repayments.—The amount of an international order, whether issued in this country for payment abroad or issued in a foreign country for payment in the United States, may not be refunded except upon the

^a For all other countries duplicates are issued by the respective postal departments on which the originals are drawn.

authority of this office. Such repayments were authorized during the fiscal year as follows:

Of orders issued in the United States for payment abroad	5, 613
Of orders issued abroad for payment in the United States	2, 241
Total	7, 854

In these cases generally the payee leaves the country of payment before the order reaches him, or can not be found at the address given by the remitter.

INTRODUCTION OF MACHINERY—IMPROVED FACILITIES.

To conduct the system with less expensive methods, and in so doing not impair its usefulness or withdraw that element of care and exactness requisite in all financial transactions of magnitude is apparently a study without limit. This problem involves solution not for to-day alone, but for the future; if it be met in January, it presents itself in February, not in an abstract way, but because the methods applicable to the business of January fail to meet the increased business in February. There is apparently no end to the calls for modification of methods—not from caprice, not for the sake of change, but to meet the actual situation which confronts those who direct the policy of the system and supervise its details.

Machinery in lieu of man power plays a part of great importance in meeting this situation, and every device having meritorious features is eagerly sought for and placed in use.

Much good has been accomplished through the introduction of adding machines, 14 of which were purchased at a cost of \$235 each. They are utilized in verifying the columns of figures employed in a multitude of ways in daily transactions. The respective amounts of money orders presented through a bank at Cincinnati one day in February last were entered on one of these machines, requiring a solid list of figures on a strip of paper 17½ feet in length.

For opening envelopes with great rapidity a cheap and satisfactory machine has been found, and 29 offices were supplied therewith, at a cost of about \$51 each. These machines will do the work of a number of men in much less time and without injuring the papers inclosed in the envelopes. For the three largest offices special machines of great power have been built, capable of meeting the business of such offices.

Automatic numbering machines for consecutively numbering applications, certificates, etc., have been or will be supplied to every office of the first and second and many offices of the third class.

NIGHT SERVICE.

In the interest of the great number of persons, especially laboring men, who, because of inability to transact business during the stated periods when post-offices are open, have been unable to apply in person for the issue or payment of orders, this office has earnestly sought to supplement regular money-order hours in the larger places by extra service, at some points covering continuous daily service of twenty-four hours. These supplemental hours are known as "night service," and the satisfactory result has given substantial evidence that the accom-

modation is appreciated by the worthy class of persons in whose interest this method is being rapidly extended to cities other than the 61 at which it has been authorized. No expense has attached to the extension.

Remittances in Texas.—A construction having been placed upon the laws of the State of Texas interfering with the privilege of the State treasury to receive remittances by means of this system, the matter was given attention by the Department, and, mainly due to the cooperation and services of the postmaster at Austin, the sanction of the attorney-general of the State was promptly given, resulting in the remittances by money orders of large sums to the treasury in payment of obligations due the State.

Orders not drawn on stations.—A most vexatious source of annoyance to the service was removed March 31 last, omitting the use of the prefix "sub" in designating stations of a certain kind, followed April 16 by instructions discontinuing the practice of drawing orders on stations.

ALASKA.

Between Circle, Alaska, the most northern money-order office of the United States, and Shanghai, China, money-order business may now be transacted at the domestic rate—an illustration of a recent feature of extension of this service.

In June last, about the opening of navigation, orders were issued on Nome to large aggregate amounts, and this system was enabled through its extensive machinery to honor these on presentation. At some offices on the Pacific coast these orders were issued to the amount in one day of \$40,000.

REDUCED FEES PRACTICABLE.

In 1,000 orders the ratio drawn for sums exceeding \$50 is but 41, in proportion as follows:

Over \$50 and not over \$60.....	11
Over \$60 and not over \$70.....	6
Over \$70 and not over \$80.....	5
Over \$80.....	19

Recommendation is renewed for legislation authorizing reduced fees for orders for the larger amounts, so that the maximum fee shall be 25 cents. Such legislation would enable the Department slightly to reduce the fees for all orders for \$50 or more, now ranging from 18 to 30 cents. These are inconvenient amounts, not made use of by banks in charges for exchange, and unsatisfactory to the public. The proposed reduction would not materially affect the revenues of the system, as is shown by the fact that it would cover not in excess of one-half of 1 per cent of the orders issued. The present rates, as compared with the rates generally charged by banks for like service are greater than the service is considered by them to be worth.

For thirty-seven consecutive years this system has been maintained as an adjunct of the postal service. If it has been in any particular a failure there is no such evidence, pessimistic and misleading statements to the contrary. That it has been and is now a successful and popular branch, very near to the people, is shown by the facts herein

set forth, and clearly demonstrated by the records. In volume of transactions there is in the world but one nation the business of which is greater; there is no country where the service is superior or where the interests of those who deal with it are so zealously protected. The height of its usefulness has not been reached.

DIVISION OF POST-OFFICE SUPPLIES.

In this division the specifications, advertisements, and contracts for supplies are prepared; the purchasing, ordering, receiving, and inspection of articles required for the post-office, the postal service, and the Post-Office Department, including twine and facing slips for the Railway-Mail Service.

When the necessities of the service require it, purchases are made in open market, under bids, of all supplies not provided for by contract, or which the contractor fails to furnish.

An examination is made of the requisitions from postmasters and departmental officials before the same are allowed, and requisitions on the Public Printer are prepared for whatever blanks may be necessary for the departmental and the postal service. These blanks are inspected upon receipt.

Accounts are kept of expenditures out of the appropriations for the division of supplies, not only with postmasters, but with contractors and others.

The following tables exhibit the amounts appropriated for the Division of Post-Office Supplies for the fiscal year ending June 30, 1902, the amounts expended, the amount recommended for the fiscal year ending June 30, 1904, and the work of the division in detail:

TABLE I.—Statement showing appropriations, expenditures, and balances unexpended for the fiscal year ended June 30, 1902.

Title of appropriation.	Appropriations.	Expenditures.	Balances.
Stationery, Post-Office Department	\$7,000.00	\$6,995.87	\$4.13
Stationery for postal service	70,000.00	69,191.56	808.44
Marking and rating stamps, etc.	37,500.00	37,368.89	131.11
Letter balances and scales	12,500.00	12,489.42	10.58
Wrapping paper	30,000.00	29,970.32	29.68
Wrapping twine	165,000.00	116,790.70	48,209.30
Packing boxes, etc.	1,250.00	1,230.30	19.70
Printing facing slips, etc.	30,000.00	29,495.18	504.82
Rubber stamps	5,000.00	4,645.09	354.91
Printing and binding	280,000.00	277,283.07	2,716.93

Statement of appropriation for the ensuing fiscal year.

Stationery, Post-Office Department	\$7,000
Stationery for postal service	70,000
Marking and rating stamps, ink, pads, etc.	45,000
Letter balances and scales	15,000
Wrapping paper	40,000
Wrapping twine	125,000
Packing boxes, etc.	1,500
Printing facing slips, etc.	50,000
Rubber stamps	5,000
Printing and binding	300,000

Estimated appropriations necessary for the fiscal year ending June 30, 1904.

Stationery, Post-Office Department	\$8,000
Stationery for postal service	75,000
Marking and rating stamps, ink, pads, etc.	45,000
Letter balances and scales	15,000
Wrapping paper	45,000
Wrapping twine	135,000
Packing boxes, etc	2,000
Rubber stamps	5,000
Printing and binding	400,000
Printing and cutting facing slips, card slide labels, etc	30,000

TABLE II.—*Statement showing the number of requisitions filled and filed for the various classes of articles during the fiscal year ended June 30, 1902.*

Wrapping paper and twine	24,170
Scales	8,850
Blanks and books	259,502
Stamps, canceling ink, stamping pads, and steel type	159,755
Stationery	8,520

Statement showing the number of packages, sacks, and cases, both ordinary and registered, received and sent out during the fiscal year ended June 30, 1902.

From stationery room:	
Packages	6,500
Sacks	1,810
Cases	5,960
Cases of scales	8,825
From blank room:	
Packages	263,626
Sacks	23,414
From paper and twine room:	
Burlaps of twine	9,771
Sacks of twine	14,909
Sacks of paper	1,549
Bundles of paper	7,172
Sacks of blank facing slips	3,056
Sacks, registry-receipt cards, and books	488
Packages registered	3,164
Received from contractors:	
Bales of merchandise	14,493
Cases of merchandise	12,500
Barrels of merchandise	200
Packages of merchandise	34,406

Statement showing quantity of principal articles furnished during the fiscal year ended June 30, 1902.

Blanks	150,150,409
Facing slips	616,000,000
Blank books	258,103
Daybooks, ledgers, memorandum books, etc	15,617
Letter heads, note heads, and reference slips	19,809
Marking, rating, and canceling stamps	10,400
Extra type	boxes 2,555
Single type	34,319
Jute twine	pounds 748,039
Cotton twine	do 352,492
Hemp twine	do 1,160
Flax twine	do 4,080

Letter balances and scales:

8-ounce	5, 138
4-pound	3, 095
250-pound	74
500-pound	70
1,000-pound	15
15-rate metric, 8 ounces	506
22-rate metric	10
6-pound metric, No. 606	1
15-pound	10
Coin	8

Total scales	8, 937
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Wrapping paper:

20½ by 32½ inches	reams..	20, 000
20 by 29 inches	do	19, 634
20 by 24 inches	do	3, 807
26 by 40 inches	do	1, 350

Total	44, 891
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Canceling ink	pounds..	41, 891
Inking pads		54, 929
Envelopes		1, 228, 700
Card blotters	quires..	15, 151
Cardboard	sheets..	94, 161
Scratch blocks	dozen..	7, 811
Examination cards		1, 275, 500
Rubber bands	pounds..	7, 405
Rubber erasers		15, 921
Pens	gross..	12, 715
Penholders	dozen..	11, 742
Lead pencils:		
Black	do	20, 767
Colored	do	5, 321
Indelible	do	6, 330
Writing ink	quarts..	18, 165
Mucilage	do	13, 121
Mucilage and inkstands		10, 012
Sponge cups and paper weights		5, 098
Steel erasers and envelope knives		12, 026
Shears		3, 310
Rulers and folders		2, 170
Carbon and semicarbon paper	sheets..	453, 100
Rubber stamps		36, 969
Rubber-stamp pads		8, 824
Press copy books		3, 489
Copying and blotting pads		3, 667
Thumb tacks	dozen..	8, 509
Pen racks, clips, and letter files		6, 894
Sealing wax	pounds..	4, 572
Paper fasteners		278, 400
Pins	pyramids..	1, 551
Pins	one-fourth-pound boxes..	4, 760
Sponges	pounds..	125
Rubber pads		33

TABLE III.—*Statement showing clerical labor performed during the fiscal year ended June 30, 1902.*

Entries:	
Wrapping paper and twine.....	56,715
Stamps.....	47,721
Scales.....	20,294
Ink and pads.....	39,902
Ledgers.....	22,491
Stationery accounts.....	96,971
Public Printer accounts.....	58,618
Itemized:	
Accounts for first and second class offices.....	1,382
Inspection reports.....	1,050
Orders on contractors.....	1,347
Labels and tags written.....	506,143
Circular letters sent.....	411,700
Letters written.....	2,762
Receipts written.....	18,041
Bills passed.....	1,347
Exigency allowances to postmasters.....	1,620
Books of record and press-copy books in use.....	92
Pieces of mail received.....	422,872
Pieces of registered mail received.....	2,956

TABLE IV.—*Showing the number of requisitions, etc., in relation to postmarking stamps during the fiscal year ended June 30, 1902.*

Number of requisitions for postmarking and receiving stamps.....	11,183
Number of requisitions filled.....	4,513
Number of requisitions declined.....	6,670
Number of reprimands sent to postmasters and railway postal clerks for failure to properly postmark.....	31,839
Number of answers to reprimands.....	27,913
Number of requisitions for receiving stamps examined and disallowed on account of limited salary.....	5,999
Number of card requisitions examined as to character of postmarking and back stamping.....	122,857
Number of stamps repaired.....	984

Besides the above there have been received and distributed during the same period packages from the Government Printing Office aggregating in number 191,040.

STATIONERY FOR THE POST-OFFICE DEPARTMENT.

The appropriation for stationery and free penalty envelopes for the departmental service for the past fiscal year was \$7,000. Of this amount \$6,995.87 was expended, leaving a balance of \$4.13. The amount appropriated for the current fiscal year is \$7,000, which, with care, will probably be sufficient. On account of the great increase of work in the departmental service in connection with the rural free delivery and other branches, it is estimated that \$8,000 will be required for this purpose during the fiscal year ending June 30, 1904.

STATIONERY FOR THE POSTAL SERVICE.

Stationery is supplied to all offices of the first and second classes, to the 11 divisions of the Railway Mail Service, the 15 divisions in charge of post-office inspectors, the stamp and postal-card agencies, the special agents in charge and district supervisors of the rural free delivery, the Hawaiian Islands, and Porto Rico.

One hundred and ten offices were raised from the third to the second class on July 1, 1902, the rural free-delivery service has been materially extended, and there is a steady growth in all branches of the postal service; hence supplies of stationery in larger quantities are constantly being called for. The high standard in the quality of these supplies has been kept up, as this is deemed more economical than to furnish articles of an inferior grade. The appropriation for the past fiscal year was \$70,000, of which \$69,191.56 was expended, leaving a balance of \$808.44. A similar amount, \$70,000, is available for the current fiscal year, and it is hoped that there will be no deficiency in the appropriation. The estimate for this item for the fiscal year ending June 30, 1904, is \$75,000.

LETTER BALANCES AND SCALES.

The appropriation for the item of letter balances and scales for the past fiscal year was \$12,500, of which \$12,489.42 was expended, leaving a balance of \$10.58. The amount appropriated for the current fiscal year is \$15,000. It is thought that this will be sufficient. The same amount, \$15,000, is recommended for the fiscal year ending June 30, 1904.

The practice of having old and worn-out scales repaired at the mail-lock repair shop and reissued has been continued during the past year. The number of scales repaired was 2,298 of 8 ounces capacity, 200 of 4 pounds capacity, 5 of 250 pounds capacity, and 7 of 500 pounds capacity. The cost of repairing these scales was \$570.85. The cost of the same number of similar scales if issued new would have been \$3,696.50. By deducting the cost of repairs, \$570.85, a saving is shown of \$3,125.65.

Although postmasters are required to send packages of merchandise up to 4 pounds in weight, it has been the practice to furnish to the smaller fourth-class offices scales of 8-ounce capacity only. This places many of the postmasters of that class in an embarrassing position, as the postal laws require the exact amount of postage for packages, and in many instances postmasters are called upon to make good deficiencies, notwithstanding the fact that scales to weigh such packages are not furnished. It will be the endeavor of this office hereafter to furnish all offices with scales of no less capacity than 4 pounds. While this may increase the expenditures for this item, it seems but fair to postmasters individually and the service generally that the necessary implements for conducting the business should be furnished.

WRAPPING PAPER.

The appropriation for wrapping paper for the past fiscal year was \$30,000, of which \$29,970.32 was expended, leaving a balance of \$29.68.

On account of the rise in price of sulphite paper, which is used for blank and printed facing slips, and the immense increase in the service where these slips are used, we were compelled to cut down the requisitions of postmasters to the lowest extent possible, and by so doing were enabled to tide over the demands of postmasters until the new appropriation became available. The appropriation for this item for the

current fiscal year is \$40,000, which will probably be sufficient; but on account of the constantly increasing demands, as stated above, it is estimated that \$45,000 will be required for this item for the fiscal year ending June 30, 1904.

TWINE.

For the item of twine an appropriation of \$165,000 was made for the past fiscal year. Of this amount \$116,790.70 was expended, leaving a balance of \$48,209.30. The appropriation for this item for the current fiscal year is \$125,000, but owing to the rise in price of all staples entering into the manufacture of the various twines the price is considerably higher than it was during the past fiscal year, and it is estimated that an additional amount of about \$10,000 will be required to supply the needs of the service. For the fiscal year ending June 30, 1904, it is estimated that \$135,000 will be required.

The experiment of using cotton twine in place of jute was tried, and nearly one-half of the service was supplied with the former. A careful account was kept, so as to be able to ascertain the relative cost of cotton and jute twines.

The divisions of the postal service supplied with cotton twine were the first, second, third, fourth, fifth, eighth, ninth, and eleventh, and the amount of twine consumed in these divisions by the Railway Mail Service and postmasters was 213,634 pounds, being an aggregate of 195,887,194 yards, the total cost of which was \$32,979.70, an average cost per pound of \$0.153. If these divisions had used jute twine during this period at the same rate at which it was furnished for the fiscal year ended June 30, 1901, it would have required 267,114 pounds of twine at 400 yards per pound, being a total of 106,845,600 yards. Estimating the cost of jute twine at the price at which it was supplied during the last year, \$0.0745 per pound, it would have amounted to only \$19,900, or a difference in favor of jute of \$13,079.70, and a difference of 91,051,594 yards in favor of jute.

The complaints against cotton twine from the superintendents and clerks of the Railway Mail Service and postmasters who were supplied with it were so universal that it was deemed for the best interests of the service hereafter to discontinue the use of cotton twine.

The plea frequently made that cotton is a home-grown product and therefore should be used can not receive any consideration in the face of the complaints referred to above and the additional cost.

It is worthy of consideration that jute, though imported as raw material, is worked into twine by American workmen, and American capital is invested in that industry.

PACKING BOXES, SAWDUST, HARDWARE, ETC.

The appropriation for packing boxes, sawdust, paste, and hardware for the past fiscal year was \$1,250, of which amount \$1,230.30 was expended, leaving a balance of \$19.70. Great economy had to be exercised to make this amount meet the requirements of the service.

The appropriation for this item for the current fiscal year is \$1,500. It is estimated that on account of the increase in the price of lumber, \$2,000 will be necessary for this item during the fiscal year ending June 30, 1904.

PRINTING AND CUTTING FACING SLIPS, CARD SLIDE LABELS, AND BOOKS AND BLANKS OF AN URGENT NATURE.

The appropriation for the item of printing and cutting facing slips, card slide labels, and books and blanks of an urgent nature for the past fiscal year was \$30,000, of which \$29,495.18 was expended, leaving a balance of \$504.82. For the current fiscal year the appropriation is \$50,000, but this includes the additional item of the purchase of manifold books for the postal and registry service. As the Public Printer has been authorized to make purchases of manifold books from the manufacturers of such devices, it is thought that \$30,000 will be sufficient for the fiscal year ending June 30, 1904.

It was deemed for the best interests of the service to contract for the printing and cutting of facing slips for the period of four years. The work connected with this item involves many details, of which the printing is but a small part. In the past, when a new contractor started to do this work, many complaints were received from postmasters and railway mail clerks, who use the slips, in regard to defective work and delinquency in delivering orders. The Department also suffered in the loss of large quantities of paper spoiled by inexperienced contractors. It is hoped that this will be obviated to a large degree, as the present contractor has had the experience of the past two years with this work; and, the contract being for four years, the Department should be insured against complaints and loss during the continuance of the present contract.

POSTMARKING AND RATING STAMPS, INK, INKING PADS, ETC.

The appropriation for the past fiscal year for postmarking and rating stamps, ink, inking pads, etc., was \$37,500, of which amount \$37,368.89 was expended, leaving a balance of \$131.11. The appropriation for the current fiscal year is \$45,000, and it is felt that this amount will be sufficient, even with the rise in price of metals and other materials, as well as labor. It is estimated that a like amount—\$45,000—will be required for the fiscal year ending June 30, 1904.

RUBBER STAMPS, ETC.

For rubber stamps and type, metal-bodied rubber type, dates, figures, and holders, and ink and pads for rubber stamps, an appropriation of \$5,000 was made. Of this amount \$4,645.09 was expended, leaving \$354.91. The same amount—\$5,000—is appropriated for the current fiscal year, and a like amount is recommended for the fiscal year ending June 30, 1904.

PRINTING AND BINDING.

As stated in previous reports, the printing and binding for the different divisions of the departmental and postal service are ordered by the several bureaus. These bureaus control the supply of their own blanks and books, and this office can not assume the responsibility of refusing requisitions for that class of work. While the attention of the different division chiefs is called, wherever it is deemed advisable,

to any extraordinary demand, yet these matters must be left to their judgment. Orders from postmasters direct are frequently refused when deemed to be unnecessary or extravagant. The growth of the service, however, and the many additions and changes made in books and blanks have enormously increased the demand for printing.

Several of the branches of the service have already notified this office that their increase for the next fiscal year will be at least 50 per cent. The appropriations for the past fiscal year for this item was \$280,000, of which amount \$277,283.07 was expended, leaving a balance of \$2,716.93. The appropriation for the present fiscal year is \$300,000, and considering the great demand already made upon this amount, it is thought that at least \$50,000 additional will have to be asked for. It is estimated that \$400,000 will be required for the fiscal year ending June 30, 1904.

Where printing has been done outside of the Government Printing Office, no fewer than three reliable parties have been invited to bid, and the opening and awarding of such contracts have been done strictly in conformity with the law and rules governing such transactions. This practice has prevented unfavorable criticism of this part of the work.

THE PHILIPPINE SERVICE.

By order of the Postmaster-General, purchases have been made under the direction of the superintendent of the division of post-office supplies of all necessary articles required in the postal service of the Philippine Islands. Such supplies were purchased from the contractors who have entered into contracts with this Department, and whenever articles were required to be obtained in open market bids have been invited in the same manner as is done for the domestic service, the lowest bidder receiving the award, provided his supplies come up to the standard required. Accounts are kept with the Philippine postal service in the same manner as with the Departmental and postal service of the United States.

RECOMMENDATIONS.

My predecessors have for several years past called the attention of Congress to the needs of a building for the division of post-office supplies. I have made a personal examination of the building now occupied by this division, and I can not urge too strongly that immediate steps be taken for a fireproof building, with a capacity of not less than 35,000 feet of floor space, for immediate use. If an estimate be made for the next twenty-five years, 15,000 feet additional should be provided.

In my examination of the building I found the same in such danger from fire that might occur in the surrounding and immediate neighborhood or within the premises that I called upon the fire department of the District to make recommendations for apparatus that would to some extent guard the building against the spread of fire. In carrying out the recommendations a fire-alarm box, connected directly with the fire department, was installed within the division. Several small chemical extinguishers and other fire apparatus were also supplied. This equipment may be of use in case of an emergency.

I have also deemed it prudent to have space provided within the

Busch Building for the division of post-office supplies to keep a reserve supply of books and blanks which would, in case of an emergency, be sufficient to last from thirty to sixty days. This precaution I deemed necessary, as in the event of the destruction by fire of the building used by this division great embarrassment would ensue throughout the service.

At the present time, under the Postal Laws and Regulations, offices of the first and second classes, the Railway Mail Service inspectors, stamp and postal card agents, special agents in charge, and district supervisors of the rural free delivery are the only recipients of stationery. It is thought for the best interests of the service that a small amount of necessary stationery, such as is used in correspondence with outside parties in connection with the departmental and postal service, should be furnished to third and fourth class offices. For experimental purposes in this direction, I would recommend that third-class offices be supplied with a small amount of stationery. This, of course, will involve additional labor and an additional appropriation of \$5,000, which is recommended.

DEAD-LETTER OFFICE.

The total receipts of mail matter from all sources were 9,300,351 pieces, against 8,507,257 for the preceding year, an increase of 793,094, or 9.3 per cent. The ratio of increase for 1900-1901 was 12.8 per cent, and it may be noted that in recent years the augmentation of receipts has been continuous and rapid. Of the total for the last year, as above stated, the ordinary unclaimed letters numbered 6,646,600, an increase of 715,193, or upward of 12 per cent. Letters of the same character returned from foreign countries numbered 232,200, against 208,700 the year previous, an increase of 23,500. The ordinary unclaimed letters returned from foreign countries and bearing the card address of the senders numbered 18,018.

There were 156,831 letters and parcels held for postage and sent to the Dead-Letter Office, against 156,054 for the preceding year. The misdirected letters and parcels numbered 536,066, against 483,959 for the year before, showing an increase of 52,107. Articles of mail matter without address, including 15,569 envelopes containing money found loose in the mails, numbered 96,637, an increase of 8,785 over the preceding year. The letters without any address numbered 44,846 and the parcels 36,222. Letters addressed to and delivered at hotels, returned to post-offices and thence sent to the Dead-Letter Office numbered 306,232, an increase for the year of 40,529. There were 150,307 letters and parcels to fictitious addresses; increase, 46,638.

The total receipts of unregistered parcels were 249,842, against 433,386 for the preceding year, a very noticeable decrease, due to the very large number of small parcels containing cheap jewelry, etc., received during the preceding year and delivered to owners. In this total were included unmailable parcels addressed to foreign countries, unclaimed parcels returned from foreign countries, and those containing photographs. The ordinary unclaimed parcels numbered 131,627, against 315,425 the preceding year, a decrease of 183,798, due to the cause above mentioned.

The undelivered matter returned to foreign countries numbered 838,805 pieces, an increase of 70,617 over the preceding year, or above

9 per cent. Included in this total were registered letters, misdirected letters and postal cards, printed matter, samples, etc. There were 1,083,231 letters and parcels delivered unopened to owners, against 996,004 the year before; increase, 87,227, or more than 8 per cent. Doubtless the increased utilization of the "card and request" privilege accounts for the increased delivery of this class of matter, which the reports show is constant and significant.

The total number of pieces of mail matter opened during the year, including parcels, was 8,216,407, an increase of 705,142, or 9.4 per cent.

In 50,869 letters opened during the year money was found in varying amounts, aggregating \$48,498.33. In this number and amount are included the envelopes containing money, generally in small amounts, found loose in the mails and in post-offices.

The letters containing drafts, notes, money orders, deeds, wills, mortgages, etc., numbered 50,874, and the face value of the inclosures was \$1,399,926.23, a considerable increase both in number and amount.

The number of opened letters and parcels delivered, on hand awaiting delivery, or filed after failure to deliver was 2,793,669, an increase of 8,138 over the preceding year.

It will be understood, of course, that a very great proportion of the letters received are not returnable, because the names and addresses of the senders are not disclosed, while large numbers, although sealed and fully prepaid at the letter rate, are merely circular and other printed matter which can not be returned. Added to this total of non-returnable matter are parcels found to contain catalogues, or something of like character without obvious value, perishable articles, medicines, etc., which must be summarily disposed of.

There were received 71,308 letters and parcels containing photographs, an increase of 6,783. The number containing postage stamps was 225,313, an increase of 28,272.

Of the misdirected letters received, as noted above, the addresses of 66,823 of domestic origin were corrected and the letters delivered accordingly. In like manner, 18,742 letters of foreign origin were delivered to corrected addresses.

Unclaimed addressed parcels to the number of 45,100, and 24,540 without address, making 69,640 in all, were disposed of at public auction during the year, realizing \$5,443.45, the net proceeds thereof being covered into the United States Treasury.

The amount of money separated from dead letters that could not be restored to the owners, and which was delivered to the Third Assistant Postmaster-General for deposit in the Treasury, was \$13,806.51. The total value of postage stamps found loose in the mails and sent to the Dead-Letter Office received for payment of postage on held-for-postage matter subsequently forwarded to destination, and also from the postal administration of Canada, having been received in the regular exchange between the two administrations, was \$4,415.51. These stamps were destroyed in due course and under proper supervision.

The number of applications for missing mail matter "jacketed," indexed, recorded, and properly prepared for search was 30,253, an increase for the year of 1,140. This was in addition to the personal applications and searches made without the formality of a record. In addition to the printed forms mainly used for correspondence on this subject, there were written over 7,000 manuscript communications not wholly confined to responses to applications for missing mail mat-

ter, but largely dealing with a variety of subjects pertaining to the postal service as affecting the business of the Dead-Letter Office, the latter including instructions to postmasters and replies to a great variety of inquiries from the general public.

During the year, by order of the Postmaster-General and under authority of the regulations, there were distributed among certain benevolent institutions of the District of Columbia 38,850 pieces of reading matter, magazines, illustrated papers, etc., including picture cards and other similar articles suitable for the purpose. Prior to such distribution this matter was carefully examined and was allotted according to the apparent needs of the several institutions.

Report has been received from the dead-letter bureau of Hawaii, attached to the post-office at Honolulu, in which it is shown that the service is in effective operation there and has proved of very essential advantage to the inhabitants of the islands. The total number of pieces of matter treated by that bureau was 22,437, and the method of treatment and disposition was set out in detail in the postmaster's report.

A similar statement may be made as respects the dead-letter bureau of Porto Rico, maintained in connection with the post-office at San Juan. The total number of pieces of mail matter received in that office and properly disposed of, as shown by its detailed report, was 10,372.

DIVISION OF CORRESPONDENCE.

It is the duty of the division of correspondence to prepare replies to communications received from other divisions of the Department, from postmasters, or from others in the postal service, concerning questions which involve the proper construction to be placed upon the postal regulations and orders of the Postmaster-General; and to correspond with postmasters and the public upon miscellaneous subjects not expressly assigned to other divisions of the Department. Among the most important cases that come to this division are those which involve the delivery of mail the ownership of which is in dispute, the delivery of mail addressed to minors, to pensioners, and others. Decisions as to whether certain matter shall be accepted for mailing are prepared in this division.

I respectfully recommend that Congress prohibit, under penalty, the establishment of private offices for the renting of boxes in competition with the post-office; the establishment of private post-offices for boycotting purposes, and the counterfeiting of postmarking stamps.

The attention of Congress should be called to the frequent mailing of explosives and other harmful matter. The Department has authority to withdraw such matter from the mails when found, but as it is usually sent sealed, the contents are unknown until revealed by a fire or after delivery to the addressee. I suggest that the carriage of inflammable matter by mail be absolutely forbidden, under a severe penalty, and that a penalty be provided for the mailing of disease germs, except under such regulations as the Postmaster-General shall prescribe.

ROBERT J. WYNNE,
First Assistant Postmaster-General.

Hon. HENRY C. PAYNE,
Postmaster-General.

REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR
1902.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 31, 1902.

SIR: I have the honor to submit the following report of the Office of the Second Assistant Postmaster-General for the fiscal year ended June 30, 1902:

MAIL SERVICE IN GENERAL.

The mail service in operation June 30, 1902, was as follows:

Service.	Number.	Aggregate length.	Annual rate of expenditure.
		<i>Miles.</i>	
Star routes	21,767	259,589.92	\$5,646,773.59
Special office routes	1,788	16,549.14	38,847.73
Steamboat routes	210	84,338.85	588,251.05
Railroad routes	2,844	187,129.73	35,049,211.22
Railway post-office car routes	251	47,957.12	4,904,896.73
Railway Mail Service (officers and clerks)	9,627		10,264,588.38
Mail-messenger routes	7,542	5,258.24	1,056,974.06
Wagon routes (in cities)	233	1,216.54	788,322.67
Electric and cable car routes	327	3,503.11	414,348.75
Necessary and special facilities on trunk lines			196,636.25
Mail equipments			325,527.10
Total inland service			59,281,877.53
Foreign mails:			
Aggregate cost		\$2,472,986.97	
Less intermediary service to foreign countries, etc		227,361.42	
			2,245,625.55
Total			61,527,503.08

Summary of all classes of domestic mail service in operation June 30, 1902.

Number of routes	34,711
Length of routes	507,540.53
Number of miles traveled per annum	474,234,687.93
Annual rate of expenditure	\$59,281,877.53
Rate of cost per mile of length	\$116.80
Rate of cost per mile traveled	12.50
Average number of trips per week	8.98

Comparison with the report of June 30, 1901, shows—

	Per cent.
Decrease in number of routes	605 or 1.71
Decrease in length of routes .....miles..	4,267.91½ or .83
Increase in miles traveled per annum	8,088,628.81 or 1.73
Increase in annual rate of expenditure	\$2,471,635.47½ or 4.35
Increase in rate of cost per mile traveled .....cents..	0.32 or 2.62
Increase in rate of cost per mile of length.....	\$5.81 or 5.23
Increase in average number of trips per week.....	.23 or 2.62
Number of contracts drawn in duplicate during the year....	8,629
Proposals received during the year under general advertise- ment.....	12,629
Proposals received during the year under bulletin advertise- ments.....	6,234

MAIL SERVICE IN DETAIL.

The mail service in operation on June 30, 1902, for the several classes was as follows:

STAR SERVICE.

Number of routes.....	21,767
Length of routes.....miles..	259,539.92½
Number of miles traveled per annum	130,087,224.64
Annual rate of expenditure	\$5,646,773.59½
Rate of cost per mile traveled .....cents..	4.34
Rate of cost per mile of length	\$21.75
Average number of trips per week.....	4.81

Comparison with the report of June 30, 1901, shows—

	Per cent.
Decrease in number of routes	1,030 or 4.51
Decrease in length of routes.....miles..	7,817.21½ or 2.92
Decrease in annual travel.....do....	4,317,316.56 or 3.21
Increase in annual rate of expenditure.....	\$442,356.72½ or 8.50
Increase in rate of cost per mile traveled .....cents..	0.47 or 12.14
Increase in rate of cost per mile of length.....	\$2.29 or 11.76
Decrease in average number of trips per week.....	.02 or .41

The appropriation for the last fiscal year was \$5,580,000, which with the sum of \$160,000 appropriated by the deficiency act of March 22, 1902, made the sum of \$5,740,000 available for star service. The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1902, was \$5,725,531, leaving an unexpended balance of \$14,469. From this amount, however, must be deducted all accounts chargeable to this appropriation, which had not been stated by the Auditor up to September 30, 1902.

Annual letting of contracts.—The contracts for the star routes in the fourth contract sections, embracing the following States and Territories: Arkansas, Louisiana, Texas, Indian Territory, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska, and Hawaii, expired June 30, 1902, and new contracts were made last year for all of the star service in these States and Territories for the term from July 1, 1902, to June 30, 1906. These new contracts covered 6,037 routes, aggregating 110,563.82½ miles in length and 48,686,346.96 miles of annual travel, the latter item being an increase of 2,007,838.88 miles, or 4.30 per cent.

The annual rate of expenditure on July 1, 1902, for all the star

routes in the States and Territories named, under the new contracts, effective that date, was \$3,204,267.31 $\frac{1}{2}$, an increase over the annual rate on June 30, 1902, of \$947,058.63 $\frac{1}{4}$, or 41.95 per cent. The average rate per mile traveled on June 30, 1902, under the old contracts, was 4.83 cents. The average rate per mile traveled on July 1, 1902, under the new contracts, was 6.58 cents, an increase of 1.75 cents per mile, or 36.23 per cent.

At the average rate paid under the new contracts—6.58 cents per mile traveled—a contractor traveling 22 miles each week day would receive a fraction over \$1.44 per day, or \$453.10 per annum. These contracts were let only to those persons who agreed to reside on or contiguous to their routes and to give their personal supervision to the performance of the service, and nearly all of the contracts provide for delivering mail into boxes along the routes wherever the people desire such service.

The annual rate of expenditure for all star service was—

July 1, 1902.....	\$6,565,743.69 $\frac{1}{2}$
September 30, 1902.....	6,594,210.13 $\frac{1}{4}$

The appropriation for the current fiscal year is \$6,715,000. The amount estimated as necessary for the fiscal year ending June 30, 1904, is \$6,960,000, being \$245,000, or 3.64 per cent, more than the appropriation for the current fiscal year.

Advertisement for proposals.—The general advertisement issued September 15, 1902, and now pending, invites proposals for carrying the mails during a term of four years from July 1, 1903, to June 30, 1907, on all the star routes in the third contract section, embracing the following States: Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri. The annual travel provided by this advertisement is increased 176,289.36 miles, or 0.79 per cent; the frequency of service is increased 4.18 per cent.

The annual rate of expenditure on September 30, 1902, for star service in this section was \$789,777.82 $\frac{1}{4}$.

The number of routes included in the pending advertisement is 3,909, aggregating 37,646.86 miles in length and 22,458,973.68 miles of annual travel.

This advertisement contemplates that the contractors shall reside on the routes which shall be awarded to them, and the contracts will provide for delivery of mail into boxes along the lines of the routes wherever such service is desired by the people.

Box delivery on star routes.—The system of box-delivery service has now been applied wherever practicable to all of the first contract section, including the States from Maine to West Virginia, having 5,578 routes, and to the fourth contract section, including all of the States and Territories (three excepted) west of the Mississippi River, having 6,037 routes; also to the State of South Carolina, and to miscellaneous routes throughout the remainder of the country wherever new contracts have been made, so that the people on considerably more than one-half of all the star routes in the United States are now enjoying the advantages of this box-delivery service. The fiscal year just closed was the first year of the contracts for this class of service in the first contract section, Maine to West Virginia, and in June last inquiries were sent to each of the routes to ascertain the extent to which the box delivery was being utilized. The replies received from 4,840 routes

show that 32,798 boxes or cranes have been erected along these routes, and that 42,728 families are having their mail delivered to them by the carriers through such boxes or bags attached to cranes. The reports indicate that such service is generally satisfactory to the people who are availing themselves of it. A summary of these reports by States is as follows:

State.	Number of routes in State June 30, 1902.	Number of replies received.	Number of boxes or cranes along routes.	Number of families supplied by boxes or cranes.
Maine.....	414	377	2,888	3,400
New Hampshire.....	166	149	1,886	1,191
Vermont.....	189	172	1,346	1,668
Massachusetts.....	172	162	937	1,344
Rhode Island.....	29	25	70	140
Connecticut.....	104	92	565	749
New York.....	951	836	8,354	10,144
New Jersey.....	183	162	635	815
Pennsylvania.....	1,247	1,042	7,940	10,705
Delaware.....	84	26	66	86
Maryland.....	280	263	1,097	1,507
Virginia.....	1,192	983	4,516	6,499
West Virginia.....	617	551	3,498	4,480
Total.....	5,578	4,840	32,798	42,728

Star service discontinued.—The star service discontinued during the year ended June 30, 1902, by reason of the establishment of rural free-delivery service amounted to \$265,013.98.

In some cases this office subsequently found it necessary to reestablish the star service, but the cost of service as reestablished has not been deducted from the amount above named.

Alaska.—The contracts for all mail transportation in Alaska expired on June 30 last and new contracts were executed for service for the term beginning July 1, 1902.

The first mail transportation by railroad authorized in Alaska was that which was established last May on the railroad between Skagway and the Canadian boundary line at White Pass, a distance of 20 miles. The same railroad extends 90 miles further over Canadian territory to White Horse, and it is understood that our Alaskan mails are carried on that part of the line under arrangements made by Canada. Beginning July 1 last, the Canadian department agreed to transport the mails over her territory between our boundary line at White Pass and the boundary line near Eagle, Alaska. Among the principal routes included in the new contracts is one along the Yukon River from Eagle to Tanana, 567 miles, and from Tanana to St. Michael, 423 miles. The mails are to be carried on these lines not less frequently than once a week, except for four months of the year while the ice is either forming or breaking on the Yukon River, when the service is to be twice a month. As the mails on these routes in winter time must be carried by dog teams and sleds, the weight is limited during the winter, but the contracts provide for carrying the mails by steamers during the summer season on the Yukon, without limit of weight, as often as the steamers may run, which will be more frequently than at other seasons. There is a connecting route from Nome to Unalaklik, 230 miles, once a week for four months in the year and twice a month for three months in the year; also an overland route from Eagle to the southern coast at Valdez, 413 miles, twice a month, in connection

with steamers to and from Seattle. Service has been established from Fort Yukon to Bettles, 250 miles, one round trip a month except in May and October; all of this route is north of the Arctic Circle. Contracts have also been renewed for carrying all classes of mail, without limitation of weight, during the season of navigation from both Seattle and San Francisco to Nome and St. Michael, and for a connecting steamer line from St. Michael to Golovin, Nome, Teller, and York. During the summer just closed mail-steamer lines were extended further north than theretofore and mails were carried from Nome by Shishmaref, Deering, and Kotzebue Mission to the mouth of the Kowak River, a distance of 331 miles. Improved steamer service has been provided between Seattle and Skagway.

The following is a summary of the service in Alaska under arrangements made to October 15, 1902:

Service.	Routes.	Length.	Annual travel.	Annual pay.
	<i>Number.</i>	<i>Miles.</i>	<i>Miles.</i>	
Star	16	3, 772. 50	155, 916	\$163, 642. 92
Steamboat	17	15, 988	642, 156	125, 348. 52
Railroad	1	19. 79	12, 348. 96	2, 216. 67
Mail-messenger	2	4. 80	2, 620	725. 00
Total	36	19, 785. 09	818, 040. 96	291, 933. 11

Hawaii.—The temporary contracts for mail transportation in Hawaii, made after the service in the Hawaiian Islands was assumed by the United States, expired June 30 last, and the first general letting for a four-year term occurred last year.

The following is a summary of the mail service in Hawaii under the new contracts, effective July 1, 1902:

Service.	Routes.	Length.	Annual travel.	Annual pay.
	<i>Number.</i>	<i>Miles.</i>	<i>Miles.</i>	
Star	29	575. 47	164, 341. 84	\$20, 394. 00
Steamboat	13	13, 981	518, 932	69, 000. 00
Railroad	3	83. 06	51, 823. 20	3, 550. 38
Mail-messenger	49	158. 85	29, 276. 48	4, 512. 00
Total	94	14, 798. 37	764, 378. 52	97, 456. 38

Porto Rico.—The following is a summary of mail service in Porto Rico as it existed October 17, 1902:

Service.	Routes.	Length.	Annual travel.	Annual pay.
	<i>Number.</i>	<i>Miles.</i>	<i>Miles.</i>	
Star	32	548. 16	439, 208. 64	\$30, 953. 29
Steamboat	2	2, 814	90, 048	43, 400. 00
Railroad	3	122. 35	76, 346. 40	5, 230. 45
Mail messenger	10	6. 82	8, 511. 36	883. 00
Total	47	3, 491. 33	614, 114. 40	80, 466. 74

SPECIAL OFFICE SERVICE.

The amount expended for this class of service during the year ended June 30, 1902, was \$38,847.73; during the year ended June 30, 1901, \$32,398.15.

The number of special offices on June 30, 1902, was 1,788, with an aggregate length of 16,549.14 miles, and an annual travel (estimated on the basis of 2.17 average trips per week) of 3,742,140.56 miles.

Comparison with the previous year shows:

	Per cent.
Increase in number of routes	122, or 7.32
Decrease in length of routes .....miles..	1,244.95, or 6.99
Increase in annual travel .....do.....	655,056.88, or 21.21
Increase in annual expenditure	\$6,454.58, or 19.92
Increase in rate of cost per mile of length	\$0.53, or 29.12
Increase in average number of trips per week .....	.67, or 44.66

The rate of cost per mile traveled was the same as for the previous year, 1.04 cents.

The compensation of this class of service is limited by law (Rev. Stat., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied, the postmasters being authorized to secure such frequency of service as may be practicable for that sum.

The expenditures for this service are chargeable to and included in the estimate for star service.

Special-office service is regarded as but a temporary arrangement for the supply of newly established post-offices that are not on or near the lines of existing routes, and as soon as the new office shows a number of people to be supplied or an amount of mail to be carried that will justify such action, regular contract service is provided for its supply.

STEAMBOAT SERVICE.

Number of routes	210
Length of routes .....miles..	34,338.85
Annual travel .....do.....	5,416,397.72
Annual rate of expenditure	\$598,251.05
Rate of cost per mile of length	\$17.42
Rate of cost per mile traveled .....cents..	11.04
Average number of trips per week	1.51

Comparison with the previous year shows—

	Per cent.
Increase in number of routes	21, or 11.11
Increase in length of routes .....miles..	367.85, or 1.08
Increase in annual travel .....do.....	764,139.94, or 16.42
Increase in annual rate of expenditure	\$55,265.73, or 10.17
Increase in rate of cost per mile of length	\$1.44, or 9.01
Decrease in rate of cost per mile traveled .....cent..	0.63, or .540
Increase in average number of trips per week	0.20, or 15.26

The appropriation for the last fiscal year was \$586,000, which, with the sum of \$13,000 appropriated by the deficiency act of March 22, 1902, made a total of \$599,000 available.

The sum expended, as reported by the auditor on accounts stated to September 30, 1902, was \$563,062.75, leaving an unexpended balance of \$35,937.25, out of which must be paid the accounts not adjusted at that date.

The annual rate of expenditure on July 1, 1902, under contracts made during the past fiscal year for the performance of steamboat service from July 1, 1902, to June 30, 1906, in the fourth contract section, was \$305,749.75, an increase in the annual rate of expenditure on June 30, 1902, of \$62,867.41. The rate of cost per mile traveled in that section on June 30, 1902, was 10.44 cents; on July 1, 1902, 13.44 cents, an increase of 28.78 per cent.

The appropriation for the current fiscal year is \$641,000.

The annual rate of expenditure was:

July 1, 1902	\$662,591.46
September 30, 1902.....	666,001.58

The amount estimated as necessary for the fiscal year ending June 30, 1904, is \$693,000, being \$52,000, or 8.11 per cent, more than for the current fiscal year.

MAIL-MESSENGER SERVICE.

Number of routes.....	7,542
Length of routes.....miles..	5,258.42
Annual travel.....do.....	10,495,622.40
Annual rate of expenditure	\$1,055,974.06
Rate of cost per mile of length.....	\$200.82
Rate of cost per mile traveled.....cents..	10.06
Average number of trips per week.....	19.19

Comparison with the previous year shows—

	Per cent.
Increase in number of routes.....	189 or 2.57
Increase in length of routes.....miles..	167.08 or 3.28
Decrease in annual travel.....do.....	45,724.36 or .43
Increase in annual rate of expenditure	\$60,162.30 or 6.04
Increase in rate of cost per mile of length.....	\$5.23 or 2.67
Increase in rate of cost per mile traveled.....cent..	.62 or 6.56
Decrease in average number of trips per week.....	.72 or 3.61

The appropriation for the last fiscal year was \$1,038,000. The sum expended, as per Auditor's report, was \$1,025,245.50, leaving an unexpended balance of \$12,754.50.

The appropriation for the current fiscal year is \$1,083,000.

The annual rate of expenditure was—

July 1, 1902.....	\$1,046,006.93
September 30, 1902.....	1,066,779.52

The amount estimated as necessary for the fiscal year ending June 30, 1904, is \$1,160,000, being \$77,000, or 7.11 per cent more than the appropriation for the current fiscal year.

PNEUMATIC-TUBE SERVICE.

No appropriation having been made for this service for the year ended June 30, 1902, no service was performed during that fiscal year.

The appropriation act for the current fiscal year, approved April 21, 1902, contained the following provision:

For the transmission of mail by pneumatic tubes or other similar devices, five hundred thousand dollars, or so much thereof as may be necessary; and the Postmaster-General is hereby authorized to enter into contracts for a period not exceeding four years after public advertisement once a week for a period of six consecutive weeks in not less than five newspapers, one of which shall be published in each city where the service is to be performed; that the contracts for this service shall be subject to the provisions of the postal laws and regulations relating to the letting of mail contracts, except as herein otherwise provided, and that no advertisement shall issue until after a careful investigation shall have been made as to the needs and practicability of such service until a favorable report, in writing, shall have been submitted to the Postmaster-General by a commission of not less than three expert postal officials, to be named by him; nor shall such advertisement issue until in the judgment of the Postmaster-General the needs of the postal service are such as to justify the expenditure involved. Advertisements shall state in general terms only the requirements of the service and in form best calculated to invite competitive bidding.

That the Postmaster-General shall have the right to reject any and all bids; that

no contract shall be awarded except to the lowest responsible bidder, tendering full and sufficient guaranties, to the satisfaction of the Postmaster-General, of his ability to perform satisfactory service, and such guaranties shall include an approval bond in double the amount of the bid.

That no contract shall be entered into in any city for the character of mail service herein provided which will create an aggregate annual rate of expenditure, including necessary power and labor to operate the tubes, and all other expenses of such service, in excess of four per centum of the gross postal revenue of said city for the last preceding fiscal year.

That no contract shall be made in any city providing for three miles or more of double lines of tube which shall involve an expenditure in excess of seventeen thousand dollars per mile per annum, and said compensation shall cover power, labor, and all operating expenses.

That the Postmaster-General shall not, prior to June thirtieth, nineteen hundred and four, enter into contracts under the provisions of this act involving an annual expenditure in the aggregate in excess of eight hundred thousand dollars; and thereafter only such contracts shall be made as may from time to time be provided for in the annual appropriation act for the postal service; and all provisions of law contrary to those herein contained are repealed.

Pursuant to this statute, advertisements were issued inviting proposals for pneumatic-tube service on various routes in the cities of Boston, Brooklyn, New York, Philadelphia, Washington, Chicago, and St. Louis. Bids were received, and as a result contracts were awarded as follows:

Boston, Mass., route No. 504003, to the Boston Pneumatic Transit Company, for service by a system employing an 8-inch tube between general post-office and north postal station, between general post-office and south terminal station, and between south terminal station and Essex station (a proposed branch post-office, to be located at No. 50 Essex street), approximate distance 2.07 miles, at the rate of \$33,120 per annum, being \$16,000 per mile of double lines of tubes, for the term beginning with the construction, acceptance, and operation of all or a part of the pneumatic tubes and ending June 30, 1906; and by a system employing a 10-inch tube between Essex station and Back Bay station, and between Essex station and Station A (South End) and Roxbury station, approximate distance 3.39 miles, at the rate of \$32,868 per annum (\$9,695.57 per mile) for double lines of tubes, for the term beginning with the construction, acceptance, and operation of all or a part of the tubes and ending June 30, 1904, and thereafter for service until June 30, 1906, provided Congress shall make a provision by law for the same at the rate of \$16,000 per mile of double lines of tubes per annum.

New York, N. Y., route No. 507006, to the New York Mail and Newspaper Transportation Company, a temporary contract, for the purpose of more promptly starting the service by the tubes already constructed and which have heretofore carried the mails, the temporary contract being for service between general post-office and Station P; between general post-office and Station D, Madison Square station, Station F, and Station H, distance 5.195 miles; and between general post-office and the Brooklyn, N. Y., general post-office, distance 1.659 miles, at the rate of \$16,799 per mile (\$115,140.34 per annum) from October 1, 1902, which temporary contract was subsequently terminated from November 20, 1902, it having been superseded by the contract for the larger service, as follows:

Route No. 507006, to the New York Mail and Newspaper Transportation Company, for service by a system employing an 8-inch tube between general post-office and Station P; between general post-office

and Station S, Station D, Madison Square station, Station F, and Station H; between general post-office and Brooklyn, N. Y., post-office; between general post-office, Station V, Station A, Station O, Station E, and Station H; between Station H, Station Y, Station K, Station U, Station L, and Station J; between Station H, Station G, Station N, Station W, Station I, and Station J; approximate distance, 24.653 miles; at the rate of \$414,145.74 per annum, being \$16,799 per mile of double lines of tubes, for the term beginning not earlier than November 1, 1902 (probably about November 21 for the part of the lines already constructed and accepted), and ending June 30, 1906.

Philadelphia, Pa., route No. 510001 (for the purpose of more promptly putting the service into operation by the tubes already constructed and which have heretofore carried the mails), a temporary contract to the Pneumatic Transit Company for service between general post-office, Reading Terminal and Broad Street station, and between general post-office and Bourse station, 1.381 miles, at the rate of \$39,183.60 per annum (being at the rate of \$28,373.35 per mile), with the understanding that this temporary contract is to be terminated upon commencement of the larger service under contract, as follows:

Route No. 510004, with the Pneumatic Transit Company, service by a system employing an 8-inch tube, between general post-office, Reading Terminal, Broad Street station, and Station A; between Station A, Station J, and Station C; between general post-office, Station S, and Station O; and between Station A and Station B; and by a system employing a 6-inch tube between general post-office and Bourse station; distance 7.642 miles; at the rate of \$129,914 per annum, being \$17,000 per mile of double lines of tubes, for the term beginning with the construction, acceptance, and operation of the tubes, and ending June 30, 1906.

Chicago, Ill., route No. 535010, to the Illinois Pneumatic Service Company, for service by a system employing an 8-inch tube; between general post-office (new site), Chicago, Rock Island and Pacific Railroad depot (Van Buren street), and Station U (Union depot); between general post-office (new site), temporary post-office, or a postal station in the vicinity of that office, South Water station, and Chicago and Northwestern Railroad depot, or proposed postal station in the vicinity of that depot; between general post-office (new site), Illinois Central Railroad depot, Twenty-second street station, Armour station, and Stock-Yards station; approximate distance, 8.70 miles; at a maximum annual compensation of \$141,685 (the proposal being at the rate of \$16,475 per mile of double lines of tubes, but the maximum annual compensation for the distance named would be at the rate of \$16,285.63 per mile); for the term of four years, beginning with the construction, acceptance, and operation of all or a part of the pneumatic tubes, provided such service begins on or before July 1, 1903, otherwise the contract to end June 30, 1907.

St. Louis, Mo., route No. 545001, to the St. Louis Pneumatic Tube Company, for service by a system employing an 8-inch tube; between general post-office and terminal station (Union railroad depot), and between general post-office and Relay depot at East St. Louis; approximate distance, 3.16 miles; at a maximum annual compensation of \$48,267 (the proposal specifying \$15,570 per mile per annum of double lines of tubes, but the maximum annual compensation named would be

at the rate of \$15,274.37 per mile); for the term of four years, beginning with the construction, acceptance, and operation of all or a part of the tubes, provided such service begins on or before July 1, 1903, otherwise ending June 30, 1907.

REGULATION, SCREEN, OR OTHER WAGON SERVICE.

Number of routes.....	233
Length of routes.....miles..	1, 216.54
Annual travel.....do....	4, 437, 066.95
Annual rate of expenditure.....	\$788, 322.67
Rate of cost per mile of length.....	\$648.00
Rate of cost per mile traveled.....cents..	17.78
Average number of trips per week.....	35.07

Comparison with the previous year shows—

	Per cent.
Decrease in number of routes.....	1 or 0.42
Decrease in length of routes.....miles..	55.10 or 4.33
Increase in annual travel.....do....	178, 970.94 or 4.20
Increase in annual rate of expenditure.....	\$50, 939.73 or 6.90
Increase in rate of cost per mile of length.....	\$68.14 or 11.75
Increase in rate of cost per mile traveled.....cent..	.45 or 2.59
Increase in average number of trips per week.....	2.88 or 8.94

The appropriation for the last fiscal year was \$800,000. The amount reported by the auditor as expended was \$788,423.59, leaving an unexpended balance of \$11,576.41.

The annual rate of expenditure on July 1, 1902, under contracts entered into during the past fiscal year for the performance of wagon service in the fourth contract section from July 1, 1902, to June 30, 1906, was \$106,957.64, an increase of \$50,100.51 over the annual rate of expenditure on June 30, 1902. The rate of cost per mile traveled on June 30, 1902, was 12.87 cents; on July 1, 1902, 21.98 cents, an increase of 70.78 per cent.

The appropriation for the current fiscal year is \$875,000.

The annual rate of expenditure was:

July 1, 1902.....	\$837, 635.13
September 30, 1902.....	826, 679.18

The amount estimated as necessary for the fiscal year ending June 30, 1904, is \$990,000, being \$115,000, or 13.14 per cent, more than the appropriation for the current fiscal year.

RAILROAD TRANSPORTATION.

Number of routes.....	2, 844
Length of routes.....miles..	187, 129.73
Annual travel.....do....	312, 521, 478.50
Annual rate of expenditure.....	\$35, 049, 211.22
Rate of cost per mile of length.....	\$187.29
Rate of cost per mile traveled.....cents..	11.21
Average number of trips per week.....	16.06

Comparison with the previous year shows—

	Per cent.
Increase in number of routes.....	98 or 3.56
Increase in length of routes.....miles..	3, 771.19 or 2.05
Increase in annual travel.....do....	9, 908, 153.41 or 3.27
Increase in annual rate of expenditure.....	\$1, 167, 820.98 or 3.44
Increase in rate of cost per mile of length.....	\$2.51 or 1.35
Increase in rate of cost per mile traveled.....cent..	.02 or .17
Increase in average number of trips per week.....	.18 or 1.13

There was no unadjusted service on June 30, 1902.

The appropriation for the last fiscal year was \$34,700,000. This sum the Auditor reports as expended under accounts adjusted to September 30, 1902.

The annual rate of expenditure for railroad transportation in the fourth contract section, embracing the following States and Territories: Arkansas, Louisiana, Texas, Indian Territory, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska, and Hawaii, on June 30, 1902, was \$9,211,786.52. The result of the regular quadrennial readjustment of the pay for railroad transportation in the States and Territories above-mentioned for the ensuing four years, based on a reweighing under orders issued to September 30, 1902, was an increase of \$1,374,010.65, or 14.91 per cent.

The appropriation for the current fiscal year is \$36,260,000. The annual rate of expenditure for railroad transportation was—

July 1, 1902.....	\$36,406,800.58
September 30, 1902.....	36,463,226.64

The amount reported by the Auditor as withheld from the Pacific railroads on account of mail transportation is \$629,275.04.

The amount estimated as necessary for the fiscal year ending June 30, 1904, is \$38,242,000, being \$1,982,000, or 5.46 per cent, more than the appropriation for the current fiscal year.

The following table will show the increase, by years, in the annual compensation paid to railroads for carrying the mails since the existing rates were fixed by Congress in 1878:

Annual increase in cost of railroad transportation from 1880 to 1902, inclusive.

Fiscal year.	Annual expenditure.	Increase.	Per cent.	Fiscal year.	Annual expenditure.	Increase.	Per cent.
1879.....	\$8,463,197.00			1891.....	\$22,398,668.66	\$1,529,637.11	7.32
1880.....	9,237,945.00	\$774,748.00	9.15	1892.....	24,196,329.71	1,797,461.05	8.02
1881.....	10,249,261.00	1,011,316.00	10.94	1893.....	25,716,606.85	1,520,276.14	6.28
1882.....	11,297,333.00	1,048,072.00	10.57	1894.....	27,153,091.16	1,436,485.31	5.68
1883.....	12,288,799.00	991,466.00	8.77	1895.....	27,961,931.78	808,840.62	2.97
1884.....	13,273,606.00	984,807.00	8	1896.....	28,941,880.47	979,948.69	3.50
1885.....	14,758,495.00	1,484,889.00	11.18	1897.....	30,171,642.69	1,229,662.22	4.24
1886.....	15,520,191.00	761,696.00	5.16	1898.....	30,786,375.89	614,833.20	2.03
1887.....	16,174,691.22	654,500.22	4.21	1899.....	31,942,150.88	1,155,774.99	3.75
1888.....	17,528,599.80	1,353,908.58	8.37	1900.....	33,424,982.15	1,482,831.27	4.64
1889.....	19,441,095.78	1,912,495.98	10.91	1901.....	33,881,390.24	456,408.09	1.36
1890.....	20,869,231.55	1,428,135.77	7.34	1902.....	35,049,211.22	1,167,820.98	3.44

Annual increase in cost of railroad transportation and railroad post-office cars combined, 1880 to 1902, inclusive.

Fiscal year.	Annual expenditure.	Increase.	Per cent.	Fiscal year.	Annual expenditure.	Increase.	Per cent.
1879.....	\$9,567,589.00			1891.....	\$25,183,713.82	\$1,788,482.16	7.64
1880.....	10,498,986.00	\$931,397.00	9.73	1892.....	27,126,529.11	1,942,815.29	7.71
1881.....	11,613,368.00	1,114,382.00	10.61	1893.....	28,910,195.30	1,788,666.19	6.57
1882.....	12,753,184.00	1,139,816.00	9.81	1894.....	30,858,190.01	1,447,994.71	5
1883.....	13,887,800.00	1,134,616.00	8.89	1895.....	31,205,342.58	847,152.57	2.79
1884.....	15,012,603.00	1,124,803.00	8.09	1896.....	32,405,797.17	1,200,454.59	3.84
1885.....	16,627,983.00	1,615,380.00	10.76	1897.....	33,876,521.19	1,470,724.02	4.53
1886.....	17,336,512.00	708,529.00	4.26	1898.....	34,703,847.56	827,326.37	2.44
1887.....	18,056,271.72	719,759.72	4.15	1899.....	36,117,875.74	1,414,028.18	4.08
1888.....	19,524,969.15	1,468,687.43	8.13	1900.....	37,793,961.74	1,676,106.00	4.64
1889.....	21,639,613.33	2,114,644.18	10.83	1901.....	38,519,624.27	725,662.53	1.92
1890.....	23,395,231.66	1,755,618.33	8.11	1902.....	39,955,607.95	1,433,983.68	3.72

Mail catchers and deliverers.—The Department has long felt the need of a more perfect device for exchanging mails with moving trains. An advertisement was issued March 28, 1902, inviting proposals from patentees or their assignees for the sale or use of patented devices intended to effect the exchange of mails with moving trains, such proposals to be received at the Department until August 20, 1902. There were 25 proposals received. A committee of experts was appointed to examine and thoroughly test the various devices submitted. That committee is now engaged in this work, the result of which will hereafter be announced.

SPECIAL FACILITIES.

The annual rate of expenditures for "necessary and special facilities on trunk lines" on June 30, 1902, was \$195,636.25, and this sum was applied as shown in the following table:

Route No.	Termini.	Railroad company.	Miles.	Pay per annum.
109004	New York to Philadelphia.....	Pennsylvania.....	90.47	\$11,308.75
113001	Philadelphia to Washington, D. C....	Philadelphia, Wilmington and Baltimore.....	137.22	17,162.50
114002	Washington to Danville Junction, Va.....	Southern.....	238.22	29,777.50
118013	Danville Junction to Charlotte, N. C.....	do.....	142.00	17,750.00
118049	Charlotte to Atlanta, Ga.....	do.....	267.36	33,420.00
121008	Atlanta to Montgomery, Ala.....	Western of Alabama.....	171.61	21,451.25
124012	Montgomery to New Orleans, La.....	Louisville and Nashville.....	318.21	39,776.25
155010	Kansas City, Mo., to Newton, Kans....	Atchafson, Topeka and Santa Fe.....	201.02	25,000.00
Total.....				195,636.25

The appropriation for the current fiscal year is \$167,728.75.
No estimate is submitted for the next fiscal year.

ELECTRIC AND CABLE CAR SERVICE.

Number of routes.....	327
Length of routes.....miles..	3,508.11
Annual travel.....do.....	7,534,757.16
Annual rate of expenditure.....	\$414,348.75
Rate of cost per mile of length.....	\$118.11
Rate of cost per mile traveled.....cents..	5.50
Average number of trips per week.....	20.65

Comparison with the report of the previous year shows—

	Per cent.
Increase in number of routes.....	1 or 0.30
Increase in length of routes.....miles..	551.18 or 18.64
Increase in annual travel.....do.....	945,348.56 or 14.34
Increase in annual rate of expenditure.....	\$51,734.58 or 14.26
Decrease in rate of cost per mile of length.....	\$4.52 or 3.68
Decrease in average number of trips per week.....	0.77 or 3.59

The rate of cost per mile traveled was the same as for the previous year—5.50 cents.

The appropriation for the last fiscal year was \$400,000; the amount reported by the auditor as expended, \$389,987.61, leaving an unexpended balance of \$10,012.39.

The appropriation for the current fiscal year is \$450,000. The annual rate of expenditure was—

July 1, 1902.....	\$420,854.51
September 30, 1902.....	433,834.13

The sum estimated as necessary for the fiscal year ending June 30, 1904, is \$510,000, being \$60,000, or 13.33 per cent, more than the appropriation for the current fiscal year.

RAILWAY POST-OFFICE CARS.

Number of routes	251
Length of routes	47,957.12 miles.
Annual rate of expenditure	\$4,904,396.73

Comparison with previous year shows—

	Per cent.
Increase in number of routes	14 or 5.90
Increase in length of routes	2,177.44 or 4.75 miles.
Increase in annual rate of expenditure	\$266,162.70 or 5.73

The appropriation for the last fiscal year was \$4,816,000; the sum expended, as reported by the Auditor, was \$4,657,368.57.

The amount reported by the Auditor as withheld from Pacific railroads on account of railway post-office car service was \$104,615.

The appropriation for the current fiscal year is \$5,104,960.

The annual rate of expenditure was—

July 1, 1902	\$4,904,014.63
September 30, 1902	5,019,000.52

The amount estimated as necessary for the fiscal year ending June 30, 1904, is \$5,411,000, being \$306,040, or 6 per cent more than the appropriation for the current fiscal year.

RAILWAY MAIL SERVICE.

In the report of the General Superintendent of the Railway Mail Service to this office will be found the details concerning the operations of that service. Among the matters of interest the following may be noted:

Extent of service and force employed.—At the close of the year there were 1,350 lines of traveling post-offices (railroad, steamboat, and electric car), covering 178,796 miles in length; the number of clerks employed was 9,731; annual miles traveled by them in cars, 221,589,999; adding to this the closed-pouch and express-pouch service, the grand total of miles traveled was 323,166,767.

Equipment.—The number of whole cars and apartments in use and in reserve was 3,785. In addition to these, there were 24 cars on electric lines under the supervision of the Railway Mail Service and 83 apartments on steamboat lines.

Distribution.—It is estimated that there were handled by railway postal clerks during the year 8,177,531,240 pieces of first-class matter and 6,885,299,400 pieces of all other classes, making a total of 15,062,830,640 pieces, exclusive of registered matter. Of registered matter it is estimated that the railway postal clerks handled 24,174,174 packages and cases, through registered pouches and inner-registered sacks. During the year there were 1,309,594 errors reported as made by clerks in the distribution of this mail, the ratio being but 1 error to 11,502 correctly distributed.

Illegible addresses.—Matter illegibly or improperly addressed so that it required proper attention, or which could not be delivered, amounted during the year to 19,954,437 pieces, an increase of 2,755,442 as compared with the preceding year; 10,821,051 of these were returned to

senders or corrected and forwarded to destination, the remainder being sent to the Dead-Letter Office, or otherwise disposed of as provided by the regulations.

Case examinations.—These are the examinations which the clerks undergo from time to time to keep themselves proficient in their duties. During the year there were 24,313 examinations of permanent and probationary clerks who handled 25,447,356 cards with an average of 98.77 per cent correct. There were also 2,464 examinations of substitute clerks who handled 2,257,068 cards with an average of 97.83 per cent correct.

Casualties.—There were 296 casualties to mail cars last year, in which either mail or clerks or both were injured. Nine clerks were killed, and 88 seriously and 302 slightly injured. Constant effort is made to surround the clerks with every safeguard; the cars are strongly constructed, and the latest improved devices for heating and lighting are employed, but still the record shows a considerable number of clerks either injured or killed each year. In the appropriation act for the current fiscal year provision was made for the first time authorizing the Postmaster-General to pay to the legal representatives of any railway postal clerk who shall be killed while on duty, or who, being injured while on duty, shall die within one year thereafter as the result of such injury, the sum of \$1,000. This provision is greatly appreciated and affords much needed relief in that class of cases. It is also the practice of the Department to continue to pay a clerk injured while on duty his full salary for a period not exceeding one year after the injuries are received unless sooner able to resume duty, and Congress has made provision for the employment of acting clerks in place of clerks so injured.

Shortage slips.—The shortage slip has become one of the essential features of the service, and its advantages are becoming more and more apparent now that its introduction has become general throughout the entire service. If a pouch fails to make its regular connection a shortage slip is made out and dispatched in lieu of the missing pouch. The cause of the failure of the pouch to connect is thus disclosed and reported at once to the proper officer of the service by the railway postal clerk, or to the proper official of the railroad by the employee of that railroad, and long and vexatious investigations are thereby avoided. Taken in connection with the requirement to check all pouches in and out of mail cars and mail wagons, it furnishes a complete trace from office of dispatch to office of destination.

Civil-service methods.—The operation of the civil-service rules governing appointments and promotions in the service continues to be satisfactory. The effect of the additional requirement as to height and weight in the physical examination of applicants has not yet become apparent for the reason that all certifications up to the present time have been made from the eligibles examined under the old rule, but the increase in the requirement of height from 5 feet 4 inches to 5 feet 6 inches, and as to weight from 125 to 135 pounds, it is believed will result in the selection of a class of men better fitted for the arduous duties of a railway postal clerk.

Protection of clerks.—The General Superintendent again invites attention to the need of some legislation for the protection of railway postal clerks while in the discharge of their duties. This matter has been presented a number of times in the recent annual reports. Ex-

perience has shown the need for the protection of clerks from assault while on duty, and it is hoped that Congress will take the needed action on this subject.

Second-class matter.—Last year 454,152,359 pounds of paid second-class mail matter were received from publishers, together with 34,094,544 pounds of matter carried within the country free of charge, making a total of 488,246,903 pounds. The work of inducing publishers to make separations of their publications to such extent as might be practicable has been continued with good results, which are apparent from the statistics that have been made up concerning some of the larger post-offices. The leading publishers appreciate that such separation is to their own interest as well as to that of the Department in facilitating the expeditious handling of the mail.

Improvements.—The new and improved service in lines of full railway postal cars or apartment cars during the past fiscal year was applied to 34,605 miles, which is considerably in excess of the record of any previous year. Additional car space has been provided on lines aggregating over 8,000 miles in length. New trains at a high rate of speed have been placed in operation on several of the trunk lines, furnishing greatly improved schedules for the movement of the mails, and by the extension of other lines new connections have developed for the more expeditious transmission of mails to and from important distant sections of the country.

Reorganization and reclassification.—The desirability for the reorganization and reclassification of the Railway Mail Service has been urged in the annual reports for a number of years past. While no general law has been enacted by Congress on this subject, much has been done in this direction in the various appropriation bills. The salaries of clerks of classes 4 (\$1,200) and 5 (\$1,400), which for many years were reduced by reason of restricted appropriations to amounts less than the maximum allowed by law, have been restored. A higher class (class 6, at \$1,600 per annum) has been created for chief clerks and allowances have been made for their traveling expenses. A still higher class (class 7, at \$1,800 per annum) has been established for assistant division superintendents and provision made for their traveling expenses. The salaries of division superintendents have been increased, fifteen days' annual leave has been granted to clerks performing daily service, provision has been made, as hereinbefore stated, to pay \$1,000 to the families of clerks killed in the line of duty, and provision has been made for the promotion of clerks on the heavier apartment lines from \$1,000 to \$1,100 per annum and for the promotion of assistant chief clerks and a number of clerks on full railway post-office lines operating more than one car to a train from \$1,200 to \$1,300 per annum. These changes are greatly appreciated by the officers and clerks of the Railway Mail Service and have resulted in placing the service on a more just and equitable basis.

Registered pouches made up by railway postal clerks.—During the year a change was made in the distribution and dispatch of registered matter that will undoubtedly result in shortening the transit time of that class of matter without in any way affecting its security. The schemes for the distribution of registered matter have been changed so as to avoid the delays at exchange offices; that is, the matter heretofore inclosed in the through registered pouches is omitted, to a large extent, and forwarded as hand pieces. This naturally increases the volume of

registered matter handled on railway post-office lines, and in the case of the larger lines was liable to seriously interfere with other distribution; but the use of manifold bills, obviating the transcribing of registry records in transit, has helped, to a great extent, and the system of having through registered pouches made up by the clerks on the larger lines, which has been inaugurated during the past year, will also very much decrease this work.

Special equipment has been furnished for these exchanges and nearly all of the larger railway post-office lines are now pouching upon offices for which they have sufficient mail to justify the making up of a pouch.

The modification of the regulations so as to permit registered matter to be pouching direct between railway post-offices at junction points where it is impossible to secure a hand-to-hand exchange and where there is no opportunity to pass the matter through the junction post-office without involving considerable delay has resulted in expediting a large quantity of registered matter.

Expenditures and estimates.—The expenditure on account of officers, clerks, and other items of the Railway Mail Service during the fiscal year ended June 30, 1902, as reported by the Auditor under accounts stated to September 30, 1902, was \$10,264,588.38; the appropriation was \$10,374,700. This does not include railroad transportation or railway post-office cars.

The number of officials and clerks was 9,627.

Comparison with the previous year shows an increase of 522, or 5.73 per cent, in the number of officials and clerks, and of \$585,551.64, or 6.05 per cent, in expenditures.

The appropriation for the current fiscal year is \$11,282,540.

The sum estimated as necessary for the fiscal year ending June 30, 1904, is \$12,132,000, being \$849,460, or 7.53 per cent, more than the appropriation for the current fiscal year.

This estimate includes amounts as follows:

One general superintendent, at \$3,500; 1 assistant general superintendent, at \$3,000; 1 chief clerk, office of general superintendent, at \$2,000; 1 assistant chief clerk, office of general superintendent, at \$1,800; 11 division superintendents, at \$2,700 each; 11 assistant division superintendents, at \$1,800 each; 23 assistant superintendents, at \$1,600 each; 120 chief clerks, at \$1,600 each; 1,456 clerks, class 5, at not exceeding \$1,400 each; 491 clerks, class 5, at not exceeding \$1,300 each; 1,477 clerks, class 4, at not exceeding \$1,200 each; 833 clerks, class 4, at not exceeding \$1,100 each; 3,700 clerks, class 3, at not exceeding \$1,000 each; 2,456 clerks, class 2, at not exceeding \$900 each; 680 clerks, class 1, at not exceeding \$800 each.

For substitutes for clerks on vacation, \$42,000; provided that the Postmaster-General may allow railway postal clerks, whose duties require them to work six days or more per week, fifty-two weeks per year, an annual vacation of fifteen days with pay.

For acting clerks, in place of clerks injured while on duty, and to enable the Postmaster-General to pay the sum of \$1,000 to the legal representatives of any railway postal clerk who shall be killed while on duty, or who, being injured while on duty, shall die within one year thereafter as the result of such injury, \$75,000.

For actual and necessary expenses of General Superintendent, Assistant General Superintendent, chief clerk office of General Superintendent, assistant chief clerk office of General Superintendent, division

superintendents, assistant division superintendents, chief clerks, and railway postal clerks, while actually traveling on business of the Department and away from their several designated headquarters, \$21,000.

For rent, light, fuel, telegraph, and miscellaneous office expenses, schedules of mail trains, telephone service, typewriting machines, and badges for railway postal clerks, \$50,000.

For per diem allowance of assistant superintendents, \$27,000. *Provided*, That assistant superintendents may receive a per diem allowance in lieu of actual and necessary traveling expenses at the rate of \$4 per day while actually traveling on business of the Department and away from their several designated headquarters. Making in all, for Railway Mail Service, \$12,132,000.

MAIL EQUIPMENT.

The amount appropriated for mail bags, with their appurtenances, and for the repair of mail-bag equipment during the fiscal year ended June 30, 1902, was \$275,000; the amount expended \$274,311.89, leaving an unexpended balance of \$688.11. For details see tabular statement N.

The amount appropriated for mail locks, keys, etc., including repair of same was \$43,000; amount expended \$42,792.63, leaving an unexpended balance of \$207.37. For details see Table O.

The amount appropriated for rent and maintenance of mail-bag and lock-repair shop was \$8,500, out of which \$8,422.58 was expended, leaving an unexpended balance of \$77.42. For details see Table P.

Comparison of these accounts with those of the previous year shows an increased expenditure of \$4,999.05 for mail bags, etc.; \$2,340.99 for mail locks and keys, etc., and \$158.72 for maintenance of repair shops, a total increase of \$7,498.76, or 2.35 per cent.

The appropriations for the current fiscal year are the same as for last year.

The amounts estimated as necessary for the fiscal year ending June 30, 1904, are:

For mail bags, cord fasteners, label cases, and for labor and material necessary for repairing equipment.....	\$280,000
For mail locks and keys, chains, tools, and machinery, and for labor and material necessary for repairing same.....	45,000
For rent of building for a mail bag repair shop, and lock repair shop, and for fuel, gas, watchmen, and charwoman, oil, and repair of machinery for said shops.....	9,200

Making a total of..... 334,200

being \$5,000 more for mail bags, etc., \$2,000 more for mail locks and keys, etc., and \$700 more for rent and maintenance of the repair shop, making the sum of \$7,700, or 2.35 per cent, more than the appropriations for the current fiscal year.

The number of bags of all kinds purchased during the last fiscal year was 122,294, at a cost of \$98,003.16. The number of pouches and sacks made in the shop was 28,184; the number repaired, 1,543,867, and the number condemned as unfit for service, 60,099. For details see Table Q.

The number of pouches and sacks handled in the Washington, D. C., mail-bag storehouse was 7,491,946, and at the eight division depositories, 23,100,155.

Contracts for miscellaneous supplies.—Table M shows the contracts

made last year pursuant to advertisement, for supplies to be furnished during the current fiscal year, as well as for contracts for similar articles furnished during the last fiscal year.

Number of mail bags in use.—Hereto attached and marked Table X is a detailed statement showing the numbers of the various sizes and kinds of mail pouches and sacks estimated to have been in the postal service at the close of business June 30, 1902, from which it appears that there were 88,135 more bags in the service on June 30, 1902, than were available for use on the corresponding date of 1901, the total number on June 30, 1902, being 1,303,687.

Mail pouches condemned.—The number of pouches retired from the service last year as unfitted for further use was 35,045, of which 28,988 were heavy all-leather pouches. The available parts of these leather pouches were converted into horseback pouches for use in mountainous and other sections of country where the mails are necessarily carried by mail carriers on horseback. Thirteen thousand three hundred and thirty-eight of these horseback pouches have already been made from the old material.

Improvised mail pouches.—By reason of the unnecessary detention of surplus pouches at post-offices or in transit, it became necessary during the year on two or three occasions to improvise mail pouches from No. 1 sacks by attaching thereto a contrivance by which the sack could be fastened with a mail lock. These bags were fitted up for immediate delivery and were intended for temporary use only; and although the first thousand were issued nearly a year ago, only about one-half has been turned back to the storehouse.

No. 5 C pouches.—This style of mail pouch, which was fully described in the report of this office for 1900, and which was so well received upon its introduction by those engaged in the handling of mails, is now being used in large quantities to take the place of Nos. 3 and 4 pouches, and in some cases it has displaced the No. 2, which is the largest pouch now in use in the service. The No. 5 C pouch was designed by subordinates of this office, who are also entitled to credit for other improvements in mail equipment made in recent years. This pouch is found to be much more convenient than those of the old style in handling small quantities of mail and is less than one-half the size and weight of the smallest of the three sizes mentioned above. Eleven thousand six hundred and seventy of the No. 5 C pouches were made at the mail bag repair shop during the last fiscal year.

Distinctive equipment for the Philippine Islands.—During last year this office furnished the Philippine Islands postal administration with a large quantity of distinctive mail equipment, consisting of 400 No. 2 pouches, 200 No. 3 pouches, 4,000 No. 1 sacks, 500 No. 2 sacks, 100 No. 3 inner-registered sacks, and 400 No. 1 foreign canvas sacks; which were all made in our mail bag repair shop. Also 400 ordinary locks, 100 street letter box locks, 200 rotary locks, 200 ordinary mail keys, 25 street letter box keys, 25 rotary lock keys, and 250 key chains, all of which articles, with the exception of the key chains, were turned out by our mail lock repair shop. The articles mentioned above were billed to the Philippine administration at cost price, with a slight percentage added to cover wear and tear of machinery, etc., the total amount being \$6,287.05. Payment was made therefor in United States mail equipment.

Waste material.—Waste material, consisting of scrap iron, steel,

brass, and phosphor-bronze from the lock shop, and cotton duck, leather, and other material which had accumulated in the bag shop during last year, and which could not be used for any other purpose in the manufacture or repair of mail equipment, was disposed of under advertisement to the highest bidders. The proceeds, amounting to \$9,510.38, was covered into the Treasury as required by law.

Mail equipment by freight.—The transportation of mail equipment by freight in carload lots from Western depositories (where it is gathered in as surplusage not needed for use in that section of country) to New York, where it is always in demand, was continued during the year. The results were more satisfactory than heretofore for the reason that shipments were so timed as to cause deliveries to be made at destination at regular intervals and before the stock on hand became exhausted.

Mail-lock repair shop.—There were 22,329 Eagle mail locks manufactured last year in the mail-lock repair shop, making the total number estimated to be in use and reserve on June 30, 1902, as 534,561. In addition to the manufacture of these locks and the repair of old ones, the mail-lock repair shop made many other locking devices of different designs and combinations for the street letter-box and other service, together with all the metal work needed by the mail-bag repair shop for new equipment, as well as for repairing purposes, and also made all of the fastening devices for new equipment under contract.

Addition to steam plant.—In the early part of last fiscal year it became necessary to replace the old 80-horsepower engine, used in running the machinery in both the mail-bag and mail-lock repair shops, at an estimated expense of at least \$1,200, but through the courtesy of the Secretary of the Interior a comparatively new Harris' Corliss engine of suitable horsepower, then in use in the basement of the old Post-Office Department building, which had been turned over to the Department of the Interior, was transferred to this office for the use of the mail equipment shops, where it was duly installed, and, in connection with a new 80-horsepower tubular boiler, is now performing excellent service and rendering the power plant complete.

New building for mail equipment shop.—I beg to again renew my recommendation for a new and suitable building for the manufacture and repair of mail equipment. Although in part a repetition, I will state that since 1888 this Department has occupied the premises known as Nos. 479-481 C street NW., this city, for the manufacture, repair, and storage of mail equipment. This building was constructed for use as a carriage repository. It is five stories in height, without basement or cellar, and contains about 34,000 square feet of floor space, for which a rental of \$5,000 per annum is paid. In this structure more than 250 men and women are employed in the manufacture and repair of articles used in the mail service, and in which much space is occupied by the steam plant, coal bins, metal, canvas, and leather working machinery, as well as the heavy equipment which necessarily accumulates. More space and better facilities are needed. More space must be found in the near future for the proper handling and storage of a reserve stock of pouches and sacks than is now provided, as the condition of the postal business imperatively demands that a much larger stock of pouches be carried in the storehouse at all times than there is now room to accommodate. At this time there is comparatively no surplus stock of pouches in the United States mail service.

Under this condition of affairs it is at times necessary to curtail one requisition in order to meet another. The stock of pouches in the service must be kept down to the lowest possible limit, as there is not sufficient space in the present building to handle or store more than a few days' supply. If by reason of the stoppage of train service or from any other cause the usual quantity of equipment coming into our shops should be retarded for but three or four days, the obstruction would serve to entirely exhaust the small stock on hand, and at the same time contract the quantity of serviceable equipment to such an extent as to create a stringency at points where it would be required for immediate use. Such danger would be avoided if sufficient space were provided for the storage of a comparatively small reserve stock of pouches with which to meet emergencies, and which we are now unable to accumulate for lack of sufficient storage room in the present overcrowded building.

Therefore, I again recommend that Congressional action be taken for the erection of a suitable building to contain at least 45,000 square feet of floor space for manufacturing, repairing, and storing mail equipment, to be located at some suitable point in the city of Washington.

DIVISION OF INSPECTION.

This division is charged with the important duty of enforcing the proper performance of mail service for which the Department has contracted. To this end regular reports at frequent intervals are received from postmasters and other employees along the routes over which the mails are carried. Where failures or irregularities appear, such action is taken as may be required to correct them. Deductions are made from the pay of contractors, not as a source of revenue to the Department, but for the purpose of securing efficient service for the public.

The brief statement given below as to the deductions, fines, and remissions conveys no adequate idea of the importance of the results accomplished by the division of inspection.

Gross amount of deductions and fines from the pay of postal contractors and others during the fiscal year ended June 30, 1902	\$239, 771. 60
Amount of remissions on deductions on account of satisfactory explanation	\$22, 758. 34
Amount of remissions on fines	4, 001. 13
	<u>26, 759. 47</u>

Net amount of deductions and fines under orders issued during fiscal year ended June 30, 1902	213, 012. 13
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The above amounts are classified as follows:

Service.	Deductions and fines.	Remissions.	Net deductions and fines.
Star.....	\$102, 160. 48	\$22, 472. 78	\$79, 687. 75
Steamboat.....	25, 261. 59	2, 551. 09	22, 710. 50
Railroad.....	94, 064. 54	1, 005. 43	93, 059. 11
Mail-messenger.....	2, 415. 84	40. 76	2, 375. 08
Electric and cable car.....	1, 787. 20	25. 42	1, 761. 78
Regulation, screen, or other wagon.....	10, 026. 11	607. 25	9, 418. 86
Pneumatic-tube.....	20. 00	.....	20. 00
Railway mail.....	4, 035. 84	56. 79	3, 979. 05
Total	<u>239, 771. 60</u>	<u>26, 759. 47</u>	<u>213, 012. 13</u>

FOREIGN MAILS.

The details of the foreign-mail service are given in the report of the superintendent of foreign mails to this office, to which attention is invited.

The net cost of the transportation of foreign mails during the fiscal year ended June 30, 1902, was distributed as follows:

Trans-Atlantic service	\$1, 116, 178. 93
Trans-Pacific service	428, 604. 09
Miscellaneous service	536, 725. 86
Panama Railroad Company	30, 427. 40
Sea post service	30, 572. 44
Steamboat transfer service, New York	38, 000. 00
Miscellaneous items, telegrams, etc	1, 998. 34
Sea conveyance from the United States of closed mail of foreign origin	93, 400. 37
Paid to foreign countries for the intermediary maritime and extraordinary land transit of mails of United States origin, including parcels-post transit from Panama to Valparaiso	54, 970. 97
Paid for intermediary ordinary territorial transit of mails of United States origin	137, 462. 22
Expenses of the United States postal agency at Shanghai	3, 632. 13
For this Department's share in maintaining the International Bureau at Berne, Switzerland, including subscription to the journal <i>L'Union Postale</i> and the <i>Universal Dictionary of Post-Offices</i>	1, 014. 22
Making the aggregate cost of the service	2, 472, 986. 97
Less amount received for the intermediary maritime transit of mails of foreign origin, including transit on British closed mails from San Francisco to the Australasian colonies	\$129, 704. 39
For the intermediary extraordinary land transit of mails of foreign origin	94, 321. 00
Receipts at the United States postal agency at Shanghai for postage stamps sold and postage and box rents collected	3, 336. 03
	<u>227, 361. 42</u>
Net cost of the service	2, 245, 625. 55

The appropriations for the last fiscal year were \$2,549,000 for transportation and \$155,000 for balances due foreign countries. The amounts expended, as shown by the Auditor's report under accounts stated to September 30, 1902, were \$2,268,690.75 and \$141,782.07.

The appropriations for the current fiscal year are \$2,587,000 for transportation and \$160,000 for balances due foreign countries.

The amounts estimated as necessary for the fiscal year ending June 30, 1904, are:

For transportation	\$2, 586, 000
For balances due foreign countries	165, 000
For the expenses of the United States delegates to the Universal Postal Congress to convene in Rome, Italy	5, 000
Total	<u>2, 736, 000</u>

being \$11,000, or 0.40 per cent less than the appropriation for the current fiscal year.

Ocean mail contracts.—The contract for service upon route No. 36, New York to La Guaira, expired on February 28, 1902, and was replaced by two contracts, as follows: Route No. 36, from New York to Puerto Cabello, Venezuela, calling at San Juan, Curaçao, and La Guaira, once every two weeks, in vessels of the third class, and route No. 37, from New York to Maracaibo, Venezuela, calling at La Guaira

and Curaçao, once every two weeks, in vessels of the fourth class. Both of these new contracts were awarded to Boulton, Bliss & Dallett (Red D Line), who had performed the service under the previous contract, the new contracts being for a period of ten years from March 1, 1902. The contract which expired February 28, 1902, provided for service to Venezuela three times a month. The new contracts contemplate service to Venezuela once a week, and to Porto Rico once every two weeks. There are now seven routes under contract for ocean mail service, the annual rate of expenditure for which is \$1,475,138.

Parcels post.—The parcels-post convention of the Republic of Bolivia was ratified January 9 and became operative on February 1, 1902. The weight of the parcels-post mails dispatched from the United States during the last fiscal year was 322,615 pounds, an increase over the weight dispatched during the preceding fiscal year of 69,824 pounds, or 27.62 per cent. The number of parcels dispatched during the last fiscal year was 93,095, the average weight of which was $3\frac{1}{4}$ pounds. The weight of the parcels-post mails received during the last fiscal year was 399,887 pounds, and consisted of 56,820 parcels, the average weight of which was 7 pounds.

Of the total weight of 322,615 pounds dispatched, 65,616 pounds were for Germany, consisting of 24,694 parcels. In return we received from Germany 44,952 parcels, their weight being 339,348 pounds.

From statistics during the months of April and May last it appears that of the parcels received from Germany more than 35 per cent are delivered in the city of New York; more than 48 $\frac{1}{4}$ per cent in the cities of New York, Brooklyn, Jersey City, Hoboken, Boston, Philadelphia, Baltimore, and Washington; and that more than 72 $\frac{1}{4}$ per cent are delivered east of the Mississippi River.

The parcels-post convention with Germany was in the nature of an experiment, being the first convention concluded with any of the principal countries of Europe. It has now been in full operation three years, sufficiently long to enable the Department to determine whether it should be continued in force, modified, or terminated after six months' notice. If found to be working satisfactorily, there seems to be no good reason why similar conventions should not be concluded with other countries of Europe, several of which have long been desirous of negotiating such conventions.

From the statistics referred to above it appears that the average weight of parcels dispatched from this country to all countries only slightly exceeds $3\frac{1}{4}$ pounds. The average weight of parcels dispatched from this country to Germany is $2\frac{1}{2}$ pounds. The domestic postal service of this country does not permit the introduction of parcels heavier than 4 pounds in weight; therefore, in view of the fact that 4 pounds, as a limit of weight, will fairly meet the requirements of this country, I recommend the tender of parcels-post conventions with England, France, Italy, and other countries of Europe, similar to that now in force between this country and Germany, with the exception that the weight of parcels be limited to 4 pounds; and further recommend that six months' notice be given Germany of the desire of this country to modify the existing convention so as to reduce the weight of parcels from 11 to 4 pounds. If promptly negotiated, these conventions with other countries of Europe might have a years' test in practical operation before the Universal Congress convenes in Rome in 1904, at which time the delegates from this country would be prepared to discuss the subject more intelligently.

Postal Union reply envelope.—Another matter which is certain to come before the congress which is to convene in Rome in 1904, is the subject of a universal stamp or some substitute for it which will facilitate international correspondence. Several countries of the Postal Union have within the past year addressed communications to this country, notably the Netherlands and France, suggesting each a different form of prepaid reply missive. These communications have been referred to this office for consideration, and have induced me to give some thought to the subject. Several objectionable features can be named against the successful practical operation of the universal postage stamp, and, as well, against any reply missive which depends for its prepaid postage on the use of a stamp printed and sold in another country. Every country is disposed to jealously guard its right to receive cash in advance for the service it undertakes to perform in mailing a letter, especially when that service may involve the payment of cash to an intermediary as a transit charge for conveyance.

I suggest a plan which requires that every reply letter shall have upon it the stamp of the country in which it is mailed, and yet a stamp that may be conveniently paid for in the country which has invited the reply.

I recommend that one or more countries of the Postal Union be requested to enter into agreement with the United States to test this plan in advance of the meeting of the postal congress in 1904 as follows:

Each country to prepare and sell special Government envelopes of light weight and good quality, to be entitled "international reply postage envelopes," to be sold for 10 cents, or 50 centimes, each, having one 5-cent stamp, or its equivalent, embossed on the upper right-hand corner, to be canceled when mailed, and a similar stamp on the left of the envelope to remain uncanceled, the first-named stamp to pay outward postage, half-ounce weight, the last-named to render the envelope, when relieved of its inclosure, good for the purchase of a reply stamp of like value at any post-office in the country of destination, postmasters to be instructed to take credit for these envelopes in their stamp account and to forward them to the central office to be redeemed for cash by the country of origin in accounts between the two countries. The practice which has long prevailed in this country of exchanging for stamps of like value Government envelopes which have been spoiled in addressing or otherwise suggests administrative details which need not be referred to here, but which are entirely practicable.

It is believed that the use of these envelopes would greatly stimulate international correspondence, fully protect the revenues of the several countries, and be found a very great convenience to an ever-increasing number of people who desire to prepay replies to correspondence.

Sea post-offices—International sea post-offices have been in continuous operation upon the steamers of the International Navigation Company, also upon the steamers of the North German Lloyd Steamship Company and the Hamburg-American Line. During the year covered by this report the steamers of the International Navigation Company made 45 trips from New York and 46 from Southampton; the steamers of the German lines, 54 trips from New York and 56 trips from Germany. Very heavy mails continue to be dispatched by steamers under contract with the British Government, on which we

have not been able to secure as yet, by mutual agreement, sea post-offices. The benefits of the sea post service are becoming every year more apparent and fully justify, in the judgment of this office, the expense connected therewith. It is very desirable, however, to secure the cooperation of Great Britain in extending the service to steamers under contract with that Government.

I recommend that, in connection with other matters pending between the two Governments, the desirability of establishing sea post service on English steamers be kept prominently before the postal administration of Great Britain.

EXPENDITURES, APPROPRIATIONS, AND ESTIMATES.

The following statement shows the expenditures for the past fiscal year, as reported by the Auditor for the Post-Office Department under accounts stated to September 30, 1902, the appropriation for the current fiscal year, and the estimate of amount required for the next fiscal year for each item of service:

Items.	Expenditures for fiscal year ended June 30, 1902.	Appropriations for fiscal year ending June 30, 1903.	Estimate for fiscal year ending June 30, 1904.
Star service, including special offices	\$5,725,531.00	\$6,715,000.00	\$6,960,000.00
Steamboat service	568,062.75	641,000.00	693,000.00
Railroad transportation	34,700,000.00	36,260,000.00	38,242,000.00
Railway post-office cars	4,657,368.57	5,104,960.00	5,411,000.00
Railway Mail Service	10,264,588.38	11,282,540.00	12,132,000.00
Mail-messenger service	1,025,245.50	1,083,000.00	1,160,000.00
Electric and cable car service	889,987.61	450,000.00	610,000.00
Wagon service in cities	788,423.59	875,000.00	990,000.00
Pneumatic-tube service		500,000.00	800,000.00
Necessary and special facilities on trunk lines	150,819.13	167,728.75	
Mail equipments	324,444.13	326,500.00	334,200.00
Miscellaneous items, Office of Second Assistant Postmaster-General	997.65	1,000.00	1,000.00
Total inland service	58,589,968.81	63,406,728.75	67,233,200.00
Foreign mail transportation	2,268,690.75	2,587,000.00	2,566,000.00
Balance due foreign countries	141,782.07	160,000.00	170,000.00
Aggregate	61,000,441.13	66,153,728.75	69,969,200.00

INCREASE IN EXPENDITURES FOR MAIL TRANSPORTATION.

The following table shows the aggregate expenditures for all items under the supervision of this office (including foreign mails) by fiscal years from 1888 to 1902, inclusive, the increase in amount, and the per cent of increase for each year over the preceding year:

Year.	Expenditures.	Increased expenditure over preceding year.	Per cent.
1888.....	\$30,393,209.58	\$1,647,064.97	5.72
1889.....	33,506,648.78	3,113,439.20	10.24
1890.....	35,246,162.89	1,739,514.16	5.19
1891.....	38,039,584.78	2,793,421.89	7.92
1892.....	40,358,432.04	2,318,847.26	6.09
1893.....	42,904,593.38	2,546,161.34	6.30
1894.....	44,920,033.64	2,015,440.26	4.69
1895.....	45,716,380.33	796,346.69	1.77
1896.....	47,894,466.56	2,178,106.23	4.76
1897.....	49,897,992.32	2,003,505.76	4.18
1898.....	52,319,790.86	2,421,798.54	4.86
1899.....	53,945,796.89	1,626,006.03	3.11
1900.....	56,374,206.49	2,428,409.60	4.50
1901.....	58,253,971.00	1,879,764.51	3.83
1902.....	61,000,441.13	2,746,470.13	4.71

^a Under accounts stated to September 30, 1902.

The aggregate of the appropriations for this office for the current fiscal year is \$66,153,728.75, being \$4,458,290, or 7.22 per cent, more than for 1902.

The estimate for the fiscal year ending June 30, 1904, is \$69,969,200, being \$3,815,471.25, or 5.76 per cent more, than the appropriations for the current fiscal year.

TABLES APPENDED.

Accompanying this report and as a part thereof are 24 tabulated statements, which contain in a concise form a great deal of information and interesting matter relating to mail transportation. They are briefly described as follows:

TABLE A.—Comparison between the annual rates of expenditure at the close of the two preceding years, the appropriation for the current year, and the estimate for next year.

TABLE B.—Statements showing, by States and contract sections, the length of routes, annual rate of expenditure, and distance traveled in each class of service.

TABLE C.—All railroad and railway post-office car service in operation, shown in detail by States and routes.

TABLE D.—All steamboat service in operation, shown by States and routes.

TABLE E.—Regulation, screen, or other wagon service, in detail, by States and routes.

TABLE F.—All electric and cable car service in operation June 30, 1902.

TABLE G.—Statement of service by classes, showing the extent of service in operation June 30, 1901 and 1902, respectively, the increase or decrease, and the percentage of increase or decrease.

TABLE H.—Statement of weights of mails, speed, accommodations for mails, pay, etc., on railroad routes on which the pay was readjusted.

TABLE I.—Statistics of railroad mail service from 1836 to 1902.

TABLE K.—Increases and decreases in each class of service, by States.

TABLE L.—Statement showing deductions and fines imposed and remissions made on pay of contractors.

TABLE M.—Statement of contracts for mail equipments made or in effect during last fiscal year.

TABLE N.—Itemized statement of the number, prices, and cost of all mail bags, and the cost of wages, cotton canvas, leather, and other material paid for last year out of the appropriation for mail bags, etc.

TABLE O.—Expenditures for mail locks and keys, etc.

TABLE P.—Expenditures for repair shop for mail equipment.

TABLE Q.—Number and kind of bags purchased, made, repaired, and condemned in the equipment shop.

TABLE R.—Itemized statement of work done in the mail-lock shop in 1902 as compared with previous year.

TABLE S.—Expenditures for mail bags, 1877 to 1902, compared with growth of the service as indicated by other statistics.

TABLE T.—Mail bags received at and issued from the mail-bag storehouse in this city during 1902.

TABLE U.—Mail bags repaired and condemned, 1890 to 1902.

TABLE V.—Mail bags and locks issued by the mail-bag depository at New York during 1902.

TABLE W.—Mail equipment issued by the eight grand depository offices during 1902.

TABLE X.—Mail pouches and sacks in service June 30, 1902.

TABLE Y.—Statement of condemned material sold.

In submitting this, my sixth annual report, I desire to speak even more appreciatively than ever before of the officers and clerks, my associates in this office. As I become more familiar with the details, I can the better appreciate the character and quality of the work they do. Much overtime has been cheerfully given by many clerks. The rapid growth of the service has made it difficult to estimate for necessary clerical force a year in advance. The aim of this office is to simplify

and save work rather than to largely increase the clerical force. My efforts in this direction have been heartily seconded by the chief clerk and division chiefs.

Very respectfully,

W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

Hon. H. C. PAYNE,
Postmaster-General.

A.—Annual rate of expenditures, appropriations, and estimates for mail service.

Items.	Annual rate of expenditure—		Percentage of increase or decrease in annual rate of expenditure from 1901 to 1902.		Appropriation for 1903.		Percentage of increase or decrease in appropriation for 1903 as to expenditure for 1902.		Estimate for 1904.		Percentage of increase or decrease in estimate for 1904 as to appropriation for 1903.	
	June 30, 1901.	June 30, 1902.	Increase.	Decrease.			Increase.	Decrease.			Increase.	Decrease.
Transportation by star routes.....	\$6,204,416.86 ^a	\$5,646,728.59 ^a	8.50		\$6,715,000.00		18.91		\$6,960,000.00		3.64	
Transportation by steamboat routes.....	542,985.32	696,351.05	10.17		641,000.00		7.14		693,000.00		8.11	
Transportation by railroad routes.....	33,881,380.24	35,049,211.22	3.44		36,260,000.00		3.45		38,242,000.00		5.46	
Transportation by regulation, screen, or other wagon service.....	737,382.94	788,322.67	6.90		875,000.00		10.99		990,000.00		13.14	
Transportation by electric or cable car service.....	382,614.17	414,348.75	14.26		450,000.00		8.60		610,000.00		13.33	
Railway post-office car service.....	4,638,234.03	4,904,386.73	5.73		5,104,860.00		4.08		5,411,000.00		6	
Railway mail service.....	9,679,086.74	10,264,586.38	6.05		11,282,540.00		9.91		12,132,000.00		7.53	
Mail-messenger service.....	996,811.76	1,065,974.06	6.04		1,063,000.00		2.55		1,160,000.00		7.11	
Pneumatic-tube service.....	222,266.00				500,000.00				800,000.00		60	
Necessary and special facilities on trunk lines.....	195,682.50	195,636.25			167,728.75			14.26				
Mail bags, etc.....	269,312.84	274,311.89	1.85		275,000.00		.25		290,000.00		1.82	
Mail locks and keys, etc.....	40,451.64	42,792.63	5.78		43,000.00		.48		45,000.00		4.65	
Repair shop for mail equipments.....	8,283.86	8,422.58	1.92		8,500.00		.91		9,200.00		8.23	
Miscellaneous items, office of Second Assistant Postmaster-General.....	969.63	a 997.65	2.88		1,000.00				1,000.00			
Total for inland mail service.....	56,778,818.53 ^a	59,244,027.45 ^a	4.34		63,406,728.75		7.02		67,233,200.00		6.03	
Foreign mail service:												
Transportation.....	2,004,249.60	a 2,268,690.75	13.19		2,387,000.00		14.03		2,566,000.00		.81	
Balance due foreign countries.....	144,385.03	a 141,782.07	1.80		160,000.00		12.86		6170,000.00		6.25	
Total.....	58,927,463.16 ^a	61,654,500.27 ^a	4.62		66,153,728.75		7.29		69,969,200.00		5.76	

^a Reported by Auditor as per accounts stated to September 30, 1902.^b Includes \$5,000 for expenses of United States delegates to International Postal Convention at Rome, Italy.

B.—Table of star, steamboat, special office, railroad, mail messenger, regulation, screen,

[The entire service on each route is included in the amount opposite the State or Territory under

States and Territories.	Star service.			Steamboat service.		
	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine.....	3,546.44	2,322,627.84	132,809.61	420.46	185,052.08	21,719.45
New Hampshire.....	1,141.53	796,159.52	49,211.05	44.00	6,864.00	670.00
Vermont.....	1,483.01	1,107,428.40	61,694.41			
Massachusetts.....	999.27	861,600.48	56,856.77	85.50	60,321.04	13,695.00
Rhode Island.....	160.44	187,408.76	10,209.24	61.00	48,680.32	15,165.00
Connecticut.....	602.79	528,458.32	31,710.62			
New York.....	7,049.89	4,976,770.24	285,146.56	211.11	128,748.42	14,663.12
New Jersey.....	886.58	704,742.48	45,695.25			
Pennsylvania.....	9,076.45	6,080,181.04	342,726.79			
Delaware.....	206.07	152,505.60	7,903.57			
Maryland.....	2,070.57	1,378,627.12	69,390.11	1,930.01	783,661.92	31,040.53
Virginia.....	11,555.22	6,763,248.96	261,719.09	907.12	483,225.60	41,860.62
West Virginia.....	6,659.30	3,391,338.08	180,658.81	15.00	9,360.00	545.00
	45,239.66	29,151,091.84	1,536,131.88	3,674.20	1,705,913.38	139,358.72
North Carolina.....	10,361.64	5,251,206.48	157,248.46	440.87	160,910.88	11,358.00
South Carolina.....	8,850.10	1,944,448.48	63,952.84	117.41	62,836.80	5,625.00
Georgia.....	7,887.19	3,565,115.84	112,727.23	83.00	23,712.00	2,000.00
Florida.....	3,511.36	1,522,224.08	59,216.30	1,098.73	441,512.24	113,178.82
Porto Rico.....	553.63	846,606.00	28,192.13	2,814.00	90,048.00	43,400.00
Alabama.....	9,180.64	4,239,895.92	135,962.86	23.25	16,926.00	1,800.00
Mississippi.....	8,477.95	3,904,413.76	130,080.88	58.50	24,180.00	1,977.00
Tennessee.....	9,294.94	4,926,133.68	147,754.44	123.37	45,080.88	2,988.00
Kentucky.....	11,147.37	5,764,590.40	188,279.65	407.35	260,582.40	19,200.00
	68,764.82	31,454,634.64	1,023,414.29	5,116.48	1,125,789.20	201,526.82
Ohio.....	5,720.80	3,634,630.48	128,413.14	80.00	16,640.00	300.00
Indiana.....	3,716.95	2,305,292.08	79,054.76			
Illinois.....	3,134.65	1,947,410.40	69,388.81			
Michigan.....	4,062.72	2,384,495.36	96,448.03	632.75	190,263.62	10,315.17
Wisconsin.....	4,671.16	2,557,117.68	100,137.67	135.00	36,920.00	2,680.00
Minnesota.....	5,582.44	2,482,795.12	111,174.21	124.00	15,376.00	1,188.00
Iowa.....	2,447.37	1,452,220.64	53,221.28			
Missouri.....	10,561.61	6,039,028.32	192,180.83			
	39,897.70	22,802,990.08	830,018.73	971.75	259,199.62	14,483.17
Arkansas.....	8,776.25	4,160,013.52	130,040.62	637.00	168,246.00	27,173.00
Louisiana.....	4,508.19	2,028,667.68	74,620.38	579.66	203,523.84	21,097.46
Texas.....	18,106.25	8,708,669.84	296,245.47			
Indian Territory.....	2,963.35	1,507,156.56	48,283.38			
Oklahoma.....	4,076.44	2,289,636.96	76,456.69			
Kansas.....	4,227.72	1,938,824.16	55,341.83			
Nebraska.....	4,472.73	2,032,654.00	64,853.11			
South Dakota.....	4,471.61	1,633,253.44	66,705.49			
North Dakota.....	4,258.26	1,545,123.84	72,218.80			
Montana.....	4,664.26	1,731,385.76	103,240.87			
Wyoming.....	3,927.62	1,522,450.80	106,012.40			
Colorado.....	3,936.05	1,744,976.48	92,999.52			
New Mexico.....	3,557.42	1,328,145.52	62,767.71			
Arizona.....	2,870.07	1,026,060.88	63,437.61			
Utah.....	2,553.46	1,249,856.40	58,113.26			
Idaho.....	3,927.98	1,672,182.72	108,123.29			
Washington.....	3,181.79	1,378,214.24	87,554.78	1,600.85	754,697.84	51,681.15
Oregon.....	7,069.48	3,089,712.08	188,670.39	171.04	106,728.96	8,133.00
Nevada.....	3,920.54	1,184,093.04	77,567.76			
California.....	9,509.16	4,599,308.48	245,007.76	954.37	200,040.88	18,384.30
Alaska.....	5,079.00	160,337.68	159,414.56	6,320.50	336,448.00	48,253.43
Hawaii.....	581.20	147,784.00	19,533.00	14,313.00	555,810.00	68,160.00
	110,637.73	46,678,508.08	2,257,208.64	24,576.42	2,325,495.52	242,882.34
Total.....	259,539.92	130,087,224.64	5,646,773.59	34,338.85	5,416,397.72	598,251.05

or other wagon service, and electric and cable car service in operation June 30, 1902.

which the route is numbered, though the route may extend into other States or Territories.]

Special office service.		Railroad service.					States and Territories.
Length of routes.	Distance traveled per annum.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure for transportation.	Annual rate of expenditure for railway post-office cars.	Annual rate of expenditure for railroad service.	
<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
164.08	51,192.96	1,820.71	3,091,232.93	269,894.41	22,381.25	292,275.66	Me.
12.26	3,825.12	940.72	2,478,833.44	128,272.92	16,783.20	145,056.12	N. H.
13.50	4,212.00	892.82	1,924,379.17	140,150.04	19,146.90	159,296.94	Vt.
8.75	2,730.00	2,123.28	9,442,800.48	635,068.54	96,402.15	731,470.69	Mass.
20.00	6,240.00	163.78	554,452.91	16,803.64	.....	16,803.64	R. I.
2.00	624.00	1,252.93	6,298,478.15	480,162.08	87,427.90	567,589.98	Conn.
166.68	52,004.16	8,043.40	24,978,993.06	2,572,966.07	336,294.50	2,909,250.57	N. Y.
24.75	7,722.00	1,784.72	7,819,573.86	535,613.64	79,196.45	614,810.09	N. J.
84.00	52,416.00	7,203.21	19,157,847.92	1,860,600.26	233,783.85	2,094,384.11	Pa.
2.50	780.00	287.79	545,251.87	37,013.73	.....	37,013.73	Del.
18.25	5,694.00	1,629.87	7,435,254.75	731,719.64	118,628.05	850,347.69	Md.
285.44	89,057.28	4,086.29	6,702,912.44	916,105.18	140,699.70	1,056,804.88	Va.
313.68	97,868.16	1,609.32	2,642,662.87	226,028.33	15,760.00	241,788.33	W. Va.
1,115.89	374,365.68	31,838.84	98,072,668.85	8,550,388.48	1,166,453.95	9,716,842.43	
304.87	95,119.44	4,211.25	5,519,968.82	770,697.48	90,264.00	860,961.48	N. C.
85.75	26,754.00	2,655.56	3,758,734.29	311,690.28	37,647.95	349,338.23	S. C.
352.28	109,911.36	6,231.25	9,414,419.41	788,148.64	72,893.55	861,042.19	Ga.
337.25	70,148.00	2,281.36	2,722,384.56	252,973.12	21,873.57	274,846.69	Fla.
12.00	3,744.00	.....	.....	.....	.....	.....	P. R.
352.88	73,399.04	3,213.57	3,792,629.38	379,495.01	39,211.00	418,706.01	Ala.
422.50	87,886.00	3,523.63	4,933,623.77	486,820.38	48,495.20	534,815.53	Miss.
131.75	41,106.00	2,332.14	3,489,943.48	315,928.99	37,854.70	353,783.69	Tenn.
264.25	82,446.00	3,784.92	7,301,381.74	708,735.52	110,351.90	819,087.42	Ky.
2,263.53	590,507.84	28,483.78	40,933,085.45	4,013,989.37	458,591.87	4,472,581.24	
26.25	8,190.00	11,803.90	27,067,406.97	4,273,485.13	917,799.73	5,191,284.86	Ohio.
33.25	10,374.00	4,829.54	9,465,778.34	1,083,154.00	221,421.84	1,304,575.84	Ind.
50.00	15,600.00	10,466.51	20,994,844.26	2,225,888.86	408,553.05	2,634,441.91	Ill.
368.00	114,816.00	6,968.10	11,596,858.81	973,235.22	75,352.05	1,048,587.27	Mich.
200.50	62,556.00	6,397.35	9,444,115.68	1,019,868.09	138,546.30	1,158,414.39	Wis.
585.25	182,598.00	7,342.56	8,555,795.56	1,069,065.29	118,657.65	1,187,722.94	Minn.
43.75	13,650.00	8,583.23	11,768,863.87	1,305,103.78	209,234.55	1,514,338.33	Iowa.
165.25	51,558.00	6,546.62	10,472,647.63	1,323,246.48	211,972.35	1,535,218.83	Mo.
1,472.25	459,342.00	62,937.81	109,365,351.12	13,273,046.85	2,301,537.52	15,574,584.37	
365.75	114,114.00	2,959.51	3,532,909.96	470,972.94	103,680.75	574,653.69	Ark.
328.60	102,523.20	2,225.93	2,212,293.35	225,909.06	21,109.75	247,018.81	La.
1,040.00	216,320.00	9,892.66	11,912,319.91	1,193,852.87	34,601.95	1,228,454.82	Tex.
319.75	99,762.00	2,385.98	2,620,805.06	313,045.23	28,517.85	341,563.08	Ind. T.
1,149.00	477,984.00	1,289.14	968,734.56	89,799.24	3,846.75	93,645.99	Okl.
106.75	22,204.00	9,315.06	11,062,815.66	1,306,300.83	128,712.65	1,435,013.48	Kans.
143.98	44,921.76	7,055.70	9,153,408.74	1,565,581.86	266,510.45	1,832,092.31	Nebr.
142.75	29,692.00	2,331.60	1,711,140.99	224,835.43	4,348.00	229,223.43	S. Dak.
573.25	119,286.00	4,018.32	3,143,432.49	706,020.89	91,644.40	797,665.29	N. Dak.
588.90	122,491.20	1,455.28	1,276,940.65	140,539.19	8,212.00	149,751.19	Mont.
262.50	54,600.00	1,117.92	791,948.56	224,705.38	49,436.12	274,141.50	Wyo.
168.00	52,416.00	3,918.17	4,988,828.57	520,974.14	14,214.00	535,188.14	Colo.
378.50	111,852.00	1,870.20	1,416,192.18	201,310.28	9,707.50	211,017.78	N. Mex.
251.00	78,312.00	1,194.53	906,048.61	137,931.35	.....	137,931.35	Ariz.
82.50	25,740.00	1,029.97	1,613,526.41	179,124.92	.....	179,124.92	Utah.
151.75	31,564.00	529.35	367,760.64	29,184.03	.....	29,184.03	Idaho.
538.83	168,114.96	2,491.40	2,064,762.14	303,600.66	9,987.50	313,588.16	Wash.
212.04	66,156.48	1,608.84	1,586,200.59	231,283.87	38,820.77	270,104.64	Oreg.
338.00	69,284.00	611.00	818,985.10	39,733.81	.....	39,733.81	Nev.
689.12	215,006.44	5,865.34	7,446,797.41	1,103,506.22	164,422.95	1,267,929.17	Cal.
3,862.00	92,688.00	19.79	12,348.96	.....	.....	.....	Alaska.
9.50	2,984.00	83.61	52,172.64	3,574.32	.....	3,574.32	Hawaii.
11,697.47	2,317,925.04	63,869.30	69,150,373.08	9,211,786.52	977,813.39	10,189,599.91	
16,549.14	3,742,140.56	187,129.73	312,521,478.50	35,049,211.22	4,904,396.73	39,953,607.95	

B.—Table of star, steamboat, special office, railroad, mail-messenger, regulation, screen, or

[The entire service on each route is included in the amount opposite the State or Territory under

States and Territories.	Mail-messenger service.			Regulation, screen, or other wagon service.		
	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.
	Miles.	Miles.	Dollars.	Miles.	Miles.	Dollars.
Maine.....	118.91	197,167.36	19,580.86	5.65	84,174.41	5,740.00
New Hampshire.....	83.37	166,435.36	12,877.50	3.25	20,740.85	4,417.50
Vermont.....	60.54	111,735.52	10,311.97	1.61	5,143.40	1,649.00
Massachusetts.....	142.21	382,930.08	40,522.03	11.10	151,211.32	44,105.00
Rhode Island.....	12.44	38,540.32	4,055.88	7.50	27,769.60	3,744.00
Connecticut.....	73.82	190,756.80	18,191.58	7.85	56,416.44	9,329.00
New York.....	545.09	1,405,868.88	121,472.22	354.21	1,860,436.06	296,691.90
New Jersey.....	127.43	277,007.12	27,197.66	22.00	68,825.06	13,216.00
Pennsylvania.....	507.71	1,012,941.28	98,380.32	60.05	302,731.37	57,748.00
Delaware.....	16.89	35,040.80	2,545.50	4.94	20,148.24	1,993.00
Maryland.....	80.53	144,081.60	12,159.62	47.44	160,333.12	33,776.00
Virginia.....	162.30	254,985.12	21,564.00	31.00	72,150.47	11,447.75
West Virginia.....	57.23	110,554.08	13,517.26	4.42	17,879.28	3,960.00
	1,988.47	4,326,044.32	402,375.90	551.02	2,297,959.61	487,217.65
North Carolina.....	80.87	125,333.52	10,199.41	7.32	21,918	3,248.00
South Carolina.....	50.72	77,511.20	6,985.15	11.54	30,430.92	4,025.00
Georgia.....	86.30	137,651.28	11,585.85	13.04	34,795.80	6,375.89
Florida.....	86.24	129,988.64	13,275.70	2.06	12,340.56	2,592.00
Porto Rico.....	3.10	3,297.84	564.00			
Alabama.....	87.71	137,287.28	12,196.49	2.73	10,683.92	1,999.00
Mississippi.....	49.32	85,993.44	8,324.34	3.66	7,634.12	1,869.00
Tennessee.....	73.43	120,497.52	12,253.95	26.03	64,249.12	9,569.00
Kentucky.....	76.49	171,208.96	16,287.21	10.29	52,838.76	8,673.00
	594.18	988,719.68	91,652.10	76.67	234,891.20	38,350.89
Ohio.....	399.71	809,472.56	75,267.18	57.62	277,070.53	39,682.00
Indiana.....	164.13	390,965.12	39,829.57	34.42	86,002.08	10,762.00
Illinois.....	196.20	470,309.84	48,709.95	165.52	621,235.64	86,994.00
Michigan.....	211.65	501,849.92	46,047.58	35.02	136,563.32	12,396.00
Wisconsin.....	154.14	331,776.64	34,583.29	23.88	73,790.24	9,286.00
Minnesota.....	90.15	184,408.64	20,975.10	15.27	53,685.98	9,032.00
Iowa.....	164.92	377,745.68	42,567.29	20.82	61,439.12	9,390.00
Missouri.....	182.83	304,691.92	30,079.98	54.58	152,878.94	28,375.00
	1,513.73	3,371,220.32	339,089.94	407.13	1,462,651.85	205,897.00
Arkansas.....	60.68	95,875.52	10,930.35	3.40	11,517.96	1,695.00
Louisiana.....	108.98	168,441.52	18,896.00	56.59	84,211.86	9,630.00
Texas.....	114.58	174,086.80	22,472.24	27.00	66,062.61	7,196.00
Indian Territory.....	17.84	31,490.16	3,769.30			
Oklahoma.....	31.28	63,105.12	8,187.75			
Kansas.....	166.53	375,775.92	37,906.75	20.27	58,809.70	9,122.40
Nebraska.....	71.09	154,876.80	20,255.84	13.44	41,370.16	4,716.00
South Dakota.....	17.69	29,199.04	4,951.47	2.71	3,582.06	612.00
North Dakota.....	14.31	17,712.24	3,024.25	1.07	2,642.64	612.00
Montana.....	31.27	46,568.72	6,475.80	2.00	5,564.00	1,360.00
Wyoming.....	13.62	17,329.52	2,303.00			
Colorado.....	27.59	46,076.16	8,941.90	4.93	14,958.33	2,544.00
New Mexico.....	14.24	22,702.16	2,820.89			
Arizona.....	6.46	7,613.84	1,810.50			
Utah.....	49.42	77,938.64	6,642.40	1.65	7,645.27	1,111.00
Idaho.....	28.78	26,905.84	4,571.95			
Washington.....	72.46	100,314.24	18,738.07	7.79	7,750.48	1,790.00
Oregon.....	33.50	59,654.40	6,209.45	18.13	26,655.58	3,585.73
Nevada.....	60	1,179.36	279.95			
California.....	119.09	260,012.48	27,951.26	22.74	110,803.64	12,888.00
Alaska.....	12.00	4,657.12	1,525.00			
Hawaii.....	149.85	28,132.48	4,202.00			
	1,161.86	1,809,638.08	222,856.12	181.72	441,564.29	56,857.13
Total.....	5,258.24	10,495,622.40	1,055,974.06	1,216.54	4,437,066.95	788,322.67
Railway Mail Service.....						
Necessary and special facilities on trunk lines.....						
Mail equipment.....						
Special office service.....						
Aggregate.....						

other wagon service, and electric and cable car service in operation June 30, 1902—Cont'd.

which the route is numbered, though the route may extend into other States or Territories.]

Electric and cable car service.			Total service.			States and Territories.
Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Total length of routes.	Total distance traveled per annum.	Total annual rate of expenditure.	
<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	
75.63	126,176.19	4,187.40	6,151.88	6,007,623.77	476,312.48	Me.
60.80	104,173.42	5,303.67	2,285.93	3,577,031.71	217,535.84	N. H.
28.95	72,606.44	2,264.00	2,480.43	3,225,504.93	235,216.41	Vt.
346.91	756,938.95	45,062.09	3,717.02	11,658,532.35	931,712.08	Mass.
118.99	257,804.42	9,209.19	544.15	1,070,891.33	59,186.96	R. I.
104.26	202,115.92	6,461.33	2,043.65	7,276,844.63	633,282.51	Conn.
465.25	1,012,229.82	49,971.31	16,835.63	33,915,050.64	3,677,195.68	N. Y.
85.66	180,506.59	5,581.13	2,931.24	9,058,376.10	706,500.13	N. J.
428.50	1,040,595.16	64,831.39	17,351.92	27,596,712.77	2,659,020.61	Pa.
130.34	411,912.25	39,096.60	518.19	751,726.51	48,255.80	Del.
49.90	49,944.86	1,653.55	5,907.01	10,319,564.76	1,035,810.55	Md.
13.10	29,592.58	912.45	16,877.27	14,415,524.73	1,395,049.89	Va.
			8,672.05	6,299,255.06	141,381.85	W. Va.
1,906.29	4,244,596.60	234,534.20	86,316.37	135,172,639.28	12,516,460.78	
6.51	9,504.60	285.13	15,413.43	11,183,961.74	1,043,300.48	N. C.
9.39	14,930.12	509.53	6,780.47	5,915,645.81	430,435.25	S. C.
4.37	2,735.62	175.00	14,107.43	13,288,341.34	998,906.16	Ga.
1.96	1,220.70	150.00	7,568.95	4,899,768.78	463,259.51	Fla.
			3,382.73	143,695.84	72,156.13	P. R.
18.88	38,672.32	1,160.15	12,879.66	8,309,493.86	571,824.51	Ala.
			12,535.66	9,043,725.09	677,066.75	Miss.
46.59	79,818.08	2,463.15	12,028.25	8,766,828.76	528,792.23	Tenn.
28.56	76,730.59	2,301.90	15,719.23	13,699,778.85	1,058,829.18	Ky.
116.25	223,612.03	7,044.86	100,415.71	75,551,240.04	5,834,570.20	
546.25	901,160.48	30,252.42	18,634.53	32,714,571.02	5,465,199.60	Ohio.
47.71	70,871.16	1,848.80	8,826	12,329,282.78	1,436,070.97	Ind.
105.86	469,573.01	50,924.34	14,118.74	24,519,013.15	2,891,469.01	Ill.
213.05	286,168.17	10,418.22	12,491.29	15,210,015.20	1,224,212.27	Mich.
13.97	21,702.72	745.51	11,596.00	12,627,984.96	1,305,826.86	Wis.
71.32	141,397.64	4,338.23	13,810.99	11,619,036.94	1,334,430.48	Minn.
59.12	126,345.39	3,791.62	11,319.21	13,800,264.70	1,623,338.52	Iowa.
104.97	360,084.50	40,405.43	17,565.86	17,380,889.31	1,826,260.07	Mo.
1,162.25	2,380,303.07	142,724.57	108,362.62	140,101,058.06	17,106,797.78	
14.30	56,061.40	1,681.84	12,802.59	8,082,676.96	744,492.66	Ark.
5.70	10,983.60	329.50	7,822.25	4,856,722.85	372,934.49	La.
			29,185.19	21,088,432.76	1,554,698.03	Tex.
			5,686.92	4,259,213.78	393,615.76	Ind. T.
			6,545.86	3,799,460.64	178,290.43	Okla.
5.28	21,326.28	639.78	13,841.61	13,479,756.72	1,538,024.24	Kans.
20.56	64,651.90	1,939.55	11,777.50	11,491,883.36	1,923,856.81	Nebr.
			6,966.26	3,406,867.53	301,492.39	S. Dak.
			8,865.21	4,828,147.21	873,520.34	N. Dak.
			6,741.71	3,132,940.23	259,827.86	Mont.
			5,321.66	2,386,328.88	382,456.90	Wyo.
27.21	43,359.46	1,300.77	8,081.95	6,890,615.00	640,974.33	Colo.
			5,820.36	2,878,891.86	276,006.38	N. Mex.
			4,322.06	2,018,035.33	203,179.46	Ariz.
16.91	19,452.66	583.58	4,333.81	2,994,159.38	245,575.16	Utah.
			4,637.86	2,098,413.20	141,879.27	Idaho.
69.28	91,460.18	2,902.73	7,962.40	4,355,314.08	476,254.89	Wash.
47.85	75,109.45	2,253.26	9,160.88	5,010,217.54	478,986.47	Oreg.
			4,865.14	1,573,521.50	117,561.52	Nev.
114.23	303,841.53	18,414.11	17,274.05	13,135,809.86	1,590,569.60	Cal.
			15,293.29	106,479.76	209,192.99	Alaska.
			15,137.16	786,863.12	85,469.32	Hawaii.
321.32	686,246.46	30,045.12	212,445.82	123,409,750.55	12,999,449.30	
3,508.11	7,534,757.16	414,348.75	507,540.53	474,234,687.93	48,457,278.07	
					10,264,588.38	
					195,636.25	
					325,527.10	
					38,847.73	
					59,281,877.58	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEW HAMPSHIRE—cont'd.										
102006	(Groveton, N. H., and Bos- ton, Mass.	Boston and Maine R. R.	220.05	236.84	52,116.64	49.03	Miles. 37.68 73.33	Dollars. 25.00 90.00	Dollars. 7,641.70	1 line 40 feet. 1 line 50 feet; 2 lines 40 feet.	Meredith to Concord, N. H., to Concord, N. H., to Boston, Mass.
102007	Fabyan House and Wing- concord (n. o.).	do	13.50	59.00	796.50	15.94					
102008	Concord, N. H., and White- river Junction, Vt.	do	69.70	262.49	18,295.55	32.40					
102009	Concord and Claremont	do	56.73	110.30	6,257.31	16.56					
102010	Concord and Peterboro.	do	32.92	56.43	1,857.67	16.13					
102011	Nashua Junction (n. o.) and Keene.	do	56.79	115.43	6,555.26	14.85					
102012	Rochester, N. H., and Wor- cester, Mass.	do	94.71	141.06	13,361.68	18.65					
102013	Vacant.	do									
102014	Conway Junction (n. o.), Me., and Intermediate Junc- tion (n. o.), N. H.	do	73.41	111.15	8,159.52	14.91					
102015	Sambornville and Wolfboro.	do	12.18	49.59	604.00	12					
102016	Portsmouth and Wakeport.	do	56.41	70.11	3,944.90	13					
102017	Fabyan House, N. H., and South Lebanon, Vt.	Maine Central R. R. Co.	20.93	74.39	1,556.96	12					
102018	Whited Junction (n. o.) and Jefferson.	Boston and Maine R. R.	12.11	43.61	528.11	26.38					
102019	Belmont and Junction	do									
102020	(n. o.) and Bristol.	do	4.28	42.75	182.97	12					
102021	Rollinsford (n. o.) and Som- ersworth.	do	13.36	58.14	776.75	12					
102022	Plymouth and Lincoln.	do	2.87	62.42	179.14	42					
102023	Meadows and Berlin.	do	21.91	56.43	1,236.38	17.12					
102024	Vacant.	do	21.56	42.75	921.69	12					
102025	Quebec Junction (n. o.) Station (n. o.), Vt. and North Stratford	Maine Central R. R. Co.	32.46	47.03	1,526.59	27					
102026	Franklin Junction (n. o.) and Tilton.	Boston and Maine R. R.	5.34	70.97	378.97	14.81					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MASSACHUSETTS.											
104001	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	Miles 108.47	Dollars. 902.08	97,843.19	63.27	Miles 108.47	Dollars. 100.00	Dollars. 10,847.00	14 lines 60 feet; 1 line 40 feet.	
104002	Boston and West Lynn (n. o.).	do	12.53	47.08	589.28	32.64					
104003	Beverly and Rockport.	do	17.58	128.25	2,254.63	38.30					
104004	Salem and Marblehead.	do	4.03	47.03	189.58	27					
104005	Salem and Junction G (n. o.).	do	21.32	44.46	947.88	26.28					
104006	Ashland, Mass., and Valley Falls, R. I.	New York New Haven and Hartford R. Co.	34.94	42.75	1,488.68	15.58					
104007	Salisbury and Amesbury.	Boston and Maine R. R.	4.41	106.88	471.34	42					
104008	Wenham Depot and South Essex.	do	6.04	42.75	258.21	18					
104009	Swampscott Junction (n. o.) and Marblehead.	do	4.79	42.75	204.77	13.26					
104010	Wakefield and Peabody.	do	7.78	42.75	332.59	13.27					
104011	Boston, Mass., and Portland, Me.	do	114.78	299.25	34,847.91	75.17		75.00	8,608.50	1 line 60 feet; 2 lines 40 feet.	
104012	Wilmington and Medford.	do	2.06	66.69	137.38	40					
104013	Georgetown and Haverhill.	do	6.78	42.75	289.85	32.43					
104014	Wakefield Junction (n. o.) and Newburyport.	do	30.76	110.30	3,392.82	25.01					
104015	Newton Junction, N. H., and Merrimac, Mass.	do	4.87	42.75	208.19	21					
104016	Nantucket and Siasconet.	Nantucket Central R. R. Co.	8.70	42.75	371.92	6					
104017	Lowell and Lawrence.	Boston and Maine R. R.	13.36	48.74	651.16	22.13					
104018	Winchester and Woburn.	do	2.26	69.26	156.52	61					
104019	Somerville Station (n. o.) and North Billerica.	do	20.14	88.79	1,687.53	34.91					
104020	Ayer and North Chelms- ford.	do	13.74	77.81	1,069.10	12					
104021	Boston, Mass., and Troy, N. Y.	do	191.41	248.81	47,624.72	57.13	{ 49.60 141.81	{ 90.00 65.00	{ 13,681.65 65.00	{ 1 line 50 feet and 2 lines 40 feet. 1 line 50 feet and 1 line 40 feet.	Boston to Fitchburg, Mass. Fitchburg, Mass., to Troy, N. Y.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MASACHUSETTS—continued.										
104045	Buzzards Bay and Woods Hole.	New York, New Haven and Hartford R. R. Co.	Miles. 17.70	Dollars. 107.73	Dollars. 1,906.82	24	Miles.	Dollars.	Dollars.		
104046	South Braintree and Plymouth.	.....do.....	26.67	128.25	3,420.42	51.64					
104047	Sterling Junction and Pratts Junction.	.....do.....	4.84	77.81	376.60	18					
104048	Yarmouth Junction (n. o.) and Hyannis.	.....do.....	3.43	44.46	152.49	28					
104049	South Framingham and Lowell.	.....do.....	28.65	91.49	2,621.18	15.81					
104050	New Bedford and Tremont Junction (n. o.).	.....do.....	15.96	70.97	1,131.97	19.85					
104051	New Bedford and Fitchburg.	.....do.....	90.30	132.53	11,987.45	44.41					
104052	East Thompson, Conn., and Southbridge, Mass.	.....do.....	17.80	70.97	1,283.26	21.89					
104053	Vacant.										
104054	South Ashburnham, Mass., and Belows Falls, Vt.	Boston and Maine R. R.	54	181.26	9,788.04	28.07	53.62	25.00	1,340.50	1 line 40 feet.	
104055	South Vernon Junction (n. o.), Mass., and Keene, N. H.	.....do.....	24.02	66.69	1,601.89	23.32					
104056	Vacant.										
104057	Peterboro, N. H., and Worcester, Mass.	.....do.....	52.05	115.43	6,008.13	19.69					
104058	Vacant.										
104059	Vacant.										
104060	Vacant.										
104061	Vacant.										
104062	Brattleboro, Vt., and New London, Conn.	Central Vermont Rwy. Co.	121.34	143.64	17,429.27	23.99	10.00	50.00	500.00	2 lines 40 feet.	Brattleboro, Vt., to South Vernon Junction (n. o.), Mass.
104063	South Lawrence Station (n. o.), Mass., and Manchester, N. H.	Boston and Maine R. R.	27.21	97.47	2,652.15	25.29					
104064	Brattle Junction (n. o.) and Kingston Station (n. o.).	New York, New Haven and Hartford R. R. Co.	32.18	107.73	3,466.75	42.42					

104065	Atlantic (Station Quincy) and East Milton.	.....do	2.11	42.76	90.20	18		
104066	Spencer and South Spencer (n. o.).	New York Central and Hudson River R. Co.	2.38	53.87	128.21	28.50		
104067	Springfield and South Vernon Junction (n. o.).	Boston and Maine R. R.	50.55	274.46	13,873.95	65.30	50.55	2,527.50
104068	Springfield and Athol.....	New York Central and Hudson River R. Co.	47.92	67.55	3,236.99	13.69		
104069	Holyoke and Westfield.....	New York, New Haven and Hartford R. Co.	10.54	42.75	450.58	12		
104070	Asburyham Junction (n. o.) and Asburyham.	Boston and Maine R. R.	2.72	42.75	116.28	24		
104071	Vardeusen and Stateline.....	New York, New Haven and Hartford R. Co.	10.56	53.87	568.86	21.78		
104072	Vacant.							
104073	Vacant.							
104074	Boston and Riverside Junction (n. o.).	New York Central and Hudson River R. Co.	12.19	134.24	1,636.38	47.98		
104075	Vacant.							
104076	North Abington and Hanover.	New York, New Haven and Hartford R. Co.	8.19	48.74	399.18	27.61		
104077	Mount Tom and Easthampton Station (n. o.).	Boston and Maine R. R.	3.30	42.75	141.07	30		
104078	Boston and Winthrop (Station X).	Boston, Revere Beach and Lynn R. Co.	4.78	65.84	314.71	36.83		
104079	Orient Heights (n. o.) and Revere (Station R, Boston).	.....do	1.82	55.58	101.15	40		
104080	Boston and Northampton.	Boston and Maine R. R.	104.68	83.79	8,771.13	19.61		
104081	Chatham and Harwich Junction (n. o.).	New York, New Haven and Hartford R. Co.	7.76	45.32	351.68	12		
104082	Lowell Junction (n. o.) and Lowell Station (n. o.).	Boston and Maine R. R.	8.51	49.59	422.01	36.50		
104083	Vacant.							
104084	Vacant.							
104085	Montvale Junction (n. o.) and Stoneham.	.....do	2.55	53.87	137.36	52.50		
104086	Chicopee Junction (n. o.) and Chicopee Falls.	.....do	2.39	64.12	183.24	33		
104087	Squannacook Junction (n. o.), Mass., and Brookline, N. H.	.....do	13.51	42.75	577.55	13.83		
104088	Plymouth and East Taunton Junction (n. o.).	New York, New Haven and Hartford R. Co.	24.24	42.75	1,036.26	17.03		
104089	Peabody and North Reading.	Boston and Maine R. R.	9.60	42.75	410.40	18		
104090	North Cambridge Junction (n. o.) and Waltham.	.....do	6.79	64.12	435.37	29.85		
104091	Vacant.							
104092	Vacant.							
104093	Vacant.							
104094	Vacant.							

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK.										
107001	New York and Dunkirk.....	Erle R. R. Co.....	458.88	Dollars. 339.44	Dollars. 155,762.22	43.87	Miles. { 330.33 81.33	Dollars. { 130.00 90.00	Dollars. { 50,262.60	{ 1 line 60 feet and 2 lines 50 feet, 1 line 60 feet and 1 line 50 feet.	Jersey City, N. J., to Hornellsville, N. Y.
107002	Tallman and Sparkill.....	do.....	12.36	42.75	528.39	12					
107003	Buffalo and Station A, Niagara Falls.....	do.....	27.14	94.91	2,573.85	3.50					
107004	Newburgh and Greycourt.....	do.....	19.18	61.66	1,180.72	31.69					
107005	Rochester and Corning.....	do.....	94.89	117.14	11,113.41	29					
107006	Mount Morris and Attica.....	do.....	50.96	74.39	3,790.91	17.17					
107007	Dresden and Penn Yan.....	New York Central and Hudson River R. R. Co.....	6.66	45.32	301.83	29					
107008	Buffalo and Hornellsville.....	do.....	92.47	206.91	19,132.96	32.58					
107009	Montgomery and Pine Island.....	do.....	22.43	55.58	1,246.65	19.30					
107010	Pine Island Junction (n.o.), N. Y., and Bait, N. J.....	Lehigh and New England R. R. Co.....	25.08	42.75	1,072.17	8.58					
107011	New York and Buffalo.....	New York Central and Hudson River R. R. Co.....	439.49	3,486.69	1,532,365.38	107.35					
107012	Troy and Schenectady.....	do.....	21.49	131.67	2,829.58	37					
107013	Syracuse and Rochester.....	do.....	102.38	189.81	19,522.73	44.57					
107014	Chandlona and North Tonawanda.....	do.....	86.47	59.45	5,175.22	7.59					
107015	Lockport Station (n.o.) and North Tonawanda.....	do.....	11.48	105.17	1,207.35	36					
107016	Buffalo and Watson.....	do.....	29.54	231.71	6,844.71	97.70					
107017	New York and Rochester.....	do.....	61.66	54.28	3,841.47	6.86					
107018	Rochester and Niagara Falls.....	do.....	77.56	190.67	14,788.36	84.90					
107019	Dunkirk, N. Y., and Titusville, Pa.....	Lake Shore and Michigan Southern Rwy. Co.....	91.25	91.49	8,348.46	12.24					
107020	Albany Junction (n.o.) and Troy.....	Delaware and Hudson Co.....	5.86	157.32	921.89	34.43					
107021	Rochester and Charlotte.....	New York Central and Hudson River R. R. Co.....	9.48	42.75	405.27	12					
107022	New York and Chatham.....	do.....	127.04	138.51	17,596.31	28.31					

107023	Goldenbridge and Somers Center.	.....do	3.88	42.75	165.87	12	.....	.....	.....
107024	Eagle Bridge, N. Y., and Rutland, Vt.	Delaware and Hudson Co.	62.59	91.49	5,726.35	18.79	.....	.....	.....
107025	Schenectady and Ballston Spa.	.....do	15.24	68.40	1,042.41	16.57	.....	.....	.....
107026	Albany and Rouse Point.	.....do	191.36	259.92	49,738.29	38.95	190.93	25.00	4,773.25
107027	Cobleskill and Cherry Valley.	.....do	22.87	53.87	1,282.00	12	.....	.....	1 line 40 feet.
107028	Albany and Binghamton.	.....do	142.59	164.16	23,407.57	31.84	.....	.....	.....
107029	South Junction (n.o.) and Au Sable Forks.	.....do	19.37	51.30	993.68	12	.....	.....	.....
107030	Delanson and Schenectady.	.....do	15.40	42.75	638.35	12	.....	.....	.....
107031	Nineveh Junction and Jefferson Junction (n.o.).	.....do	22.01	69.26	1,524.41	9.20	.....	.....	.....
107032	Fort Edward and Caldwell.	.....do	14.92	75.24	1,122.58	33.45	.....	.....	.....
107033	West Chazy and Moores.	.....do	10.74	42.75	459.13	6	.....	.....	.....
107034	Station A, Niagara Falls, New York Central and Hudson River R. Co.	.....do	180.49	95.76	17,293.72	15.58	.....	.....	.....
107035	Watertown and Cape Vincent.	.....do	25.83	77.81	2,009.83	18	.....	.....	.....
107036	Rome and Ogdensburg.	.....do	142.06	164.16	22,320.56	26.29	.....	.....	.....
107037	Syracuse and Pulaski.	.....do	37.98	136.80	5,135.66	30.34	.....	.....	.....
107038	Hornellville and Wayland (n.o.).	Pittsburg, Shawmut and Northern R. R. Co.	21.97	42.75	939.21	11.73	.....	.....	.....
107039	Watertown and Sackett Harbor.	New York Central and Hudson River R. Co.	12.55	44.46	557.97	12	.....	.....	.....
107040	Vacant.	.....do	.....	.....	.....	.....	.....	.....	.....
107041	Utica and Chenango Forks.	Delaware, Lackawanna and Western R. Co.	83.76	132.53	11,100.71	27.43	.....	.....	.....
107042	Owego and Ithaca.	.....do	85.67	129.11	4,605.35	23.50	.....	.....	.....
107043	Richfield Junction (n.o.).	.....do	22.01	76.96	1,683.66	22	.....	.....	.....
107044	Oyster Bay and Hempstead.	Long Island R. R. Co.	17.10	78.66	1,345.08	25.96	.....	.....	.....
107045	Long Island City and Greenport.	.....do	96.04	141.50	13,733.28	39.36	.....	.....	.....
107046	Hicksville and Wading River.	.....do	44.92	90.63	4,071.09	19.52	.....	.....	.....
107047	Coneus Lake Junction (n.o.) and Lakeville.	Erle R. R. Co.	1.54	42.75	65.83	12	.....	.....	.....
107048	Oswego and Cornwall Station (n.o.).	New York, Ontario and Western Rwy. Co.	273.08	123.98	33,856.45	20.40	.....	.....	.....
107049	Gouverneur and Edwards.	New York Central and Hudson River R. Co.	15.25	44.46	678.01	12	.....	.....	.....
107050	Walton and Delhi.	New York, Ontario and Western Rwy. Co.	17.59	59.85	1,052.76	24.50	.....	.....	.....
107051	Clinton and Rome.	.....do	13.67	42.75	584.39	12	.....	.....	.....
107052	Molra and Tupper Lake.	New York and Ottawa R. R. Co.	54.64	42.75	2,835.86	12.26	.....	.....	.....
107053	Rouse Point and Ogdensburg.	Ogdensburg and Lake Champlain Rwy. Co.	119.04	116.28	13,841.97	18	.....	.....	.....
107054	Vacant.	.....do	.....	.....	.....	.....	.....	.....	.....

107075	Vacant.	Erle and Central New York Rwy. Co.	19.68	44.46	874.97	12.74
107076	Cortland and Cincinnati.	Boston and Maine R. R.	13.16	47.88	680.10	31.30
107077	Saratoga Springs and Schuylerville.	Port Jervis and Monticello.	24.61	57.29	1,409.90	12
107078	Port Jervis and Monticello.	New York R. R. Co.	37.06	45.32	1,679.55	8.36
107079	Poughkeepsie and Boston Corner.	Poughkeepsie and Eastern Rwy. Co.	118.60	70.97	8,417.04	9.63
107080	Canastota and Elmira.	Lehigh Valley R. R. Co.	26.91	86.36	2,323.94	20.05
107081	Fonda and Northville.	Fonda, Johnstown and Gloversville R. R. Co.	15.43	60.71	936.75	24
107082	Johnsonville and Greenwich.	Johnsonville and Johnsonville Rwy. Co.	38.15	95.76	3,174.44	15.28
107083	Montgomery and Kingston.	Walkill Valley R. R. Co.	117.01	78.66	9,204.00	12.27
107084	Sayre, Pa., and North Fairhaven, N. Y.	Lehigh Valley R. R. Co.	57.96	67.55	3,915.19	12.37
107085	Dutchess Junction and Millerlton.	Newburg, Dutchess and Connecticut R. R. Co.	16.55	70.97	1,174.55	21
107086	Cooperstown and Cooperstown Junction.	Cooperstown and Charlotte Valley R. R. Co.	91.90	165.87	15,243.45	24.91
107087	Utica and Watertown.	New York Central and Hudson River R. R. Co.	60.79	132.53	8,056.49	15.91
107088	Carthage and Ogdensburg.	do.	43.99	66.69	2,933.69	12
107089	Auburn and Ithaca.	Lehigh Valley R. R. Co.	38.51	42.75	1,432.55	12
107090	Sodus Point and Stanley.	Northern Central Rwy. Co.	69.08	130.82	9,037.04	26.50
107091	Buffalo and Jamestown.	Erle R. R. Co.	14.02	46.32	637.38	12
107092	Pinebush and Middletown.	do.	99.22	142.79	14,167.62	46.46
107093	Long Island City and Sag Harbor.	Long Island R. R. Co.	15.03	73.53	1,105.15	31.04
107094	Winfield Junction and Port Washington.	do.	57.59	77.81	4,431.07	14.64
107095	Saratoga Springs and Northbrook.	Adirondack Rwy. Co.	9.77	56.43	551.32	18
107096	Bath and Hammondsport.	Bath and Hammondsport R. R. Co.	1.08	42.75	46.17	6
107097	Silverlake Junction (n. o.) and Silversprings.	Buffalo, Rochester and Pittsburgh Rwy. Co.	13.38	133.88	1,784.62	22.10
107098	Whitehall, N. Y., and Castleton, Vt.	Delaware and Hudson Co.	5.39	66.69	359.45	24.22
107099	Vacant.	Long Island R. R. Co.	32.28	56.43	1,821.56	15.50
107100	Valley Stream and Far Rockaway.	New York, Ontario and Western Rwy. Co.	233.22	108.59	25,325.35	20.38
107101	Sidney and Edmeston.	Buffalo, Rochester and Pittsburgh Rwy. Co.	186.38	109.44	20,397.42	14.67
107102	Rochester, N. Y., and Wall-ton, Pa.	New York Central and Hudson River R. R. Co.	4.32	42.75	184.68	15
107103	Lyons, N. Y., and Williamsport, Pa.	New York Central and Hudson River R. R. Co.				
107104	New City and New City Junction (n. o.).	New Jersey and New York R. R. Co.				

C.—Railroad mail service and railway post-office cars as in operation June 30, 1909—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEW YORK—continued.											
107105	Pittsburg and Saranac Lake.	Chateaugay R. R. Co.	Miles. 73.30	Dollars. 69.26	Dollars. 5,076.75	14.77	Miles.	Dollars.	Dollars.		
107106	Albany and Troy.	New York Central and Hud- son River R. R. Co.	7.22	320.63	2,314.94	112					
107107	Mechanicville and Rey- nolds.	Boston and Maine R. R.	4.61	42.75	197.07	6					
107108	Florent, N. J., and Buffalo, N. Y.	Delaware, Lackawanna and Western R. R. Co.	408.48	283.86	115,951.13	50.28	408.48	50.00	20,424.00	1 line 60 feet..	
107109	New Rochelle, N. Y., and Jersey City, N. J.	New York New Haven and Hartford R. R. Co.	24.78	206.91	5,127.22	31.66					
107110	Montaut and Bridgeham- pton.	Long Island R. R. Co.	21.79	49.59	1,080.56	15.05					
107111	Salamanca and Olean.	Pennsylvania R. R. Co.	20.22	56.43	1,141.01	22.66					
107112	Stewart Junction (n. o.) and Hempstead Crossing (n. o.).	Long Island R. R. Co.	3.87	49.59	191.91	27					
107113	Summitville and Ellenville.	New York Ontario and Western Rwy. Co.	8.41	61.56	517.71	24					
107114	West Troy Junction (n. o.) and Green Island Depot (n. o.).	Delaware and Hudson Co.	.78	334.31	260.76	155					
107115	Theresa Junction (n. o.) and Clayton.	New York Central and Hud- son River R. R. Co.	16.05	67.55	1,084.17	25.50					
107116	Mount Morris and Dan- ville.	Danville and Mount Mor- ris R. R. Co.	15.75	49.59	781.04	12					
107117	Manor Junction (n. o.) and Eastport Junction (n. o.).	Long Island R. R. Co.	5.64	44.46	250.75	15					
107118	Phoenixia and Hunter.	Ulster and Delaware R. R. Co.	15.07	73.53	1,108.09	19					
107119	Herkimer and Malone.	New York Central and Hud- son River R. R. Co.	174.37	135.95	23,705.60	20.89					
107120	Whitestone Junction (n. o.) and Whitestone.	Long Island R. R. Co.	4.29	54.72	234.74	26.45					
107121	Mechanicville and Schuy- lerville Junction (n. o.).	Boston and Maine R. R.	14.67	42.75	627.14	12					
107122	Addison, N. Y., and Gale- ton, Pa.	Buffalo and Susquehanna R. R. Co.	46.74	76.95	3,596.64	15.50					
107123	Rochester and Hinsdale.	Pennsylvania R. R. Co.	99	76.10	7,533.90	12					

107124	Brooklyn and Jamaica.....	Long Island R. R. Co.....	9.73	97.47	948.38	66.50			
107125	Hopewell Junction and Fishkill on the Hudson.	New York, New Haven and Hartford R. R. Co.	13.71	112.86	1,547.31	12			
107126	Buffalo and Black Rock (n. o.) (N. Y. C. and H. R. R. Station).	Grand Trunk Rwy. Co. of Canada.	4	66.69	266.76	6			
107127	Barnimont, Vt., and Chat- hams.	Rutland R. R. Co.....	58	58.14	3,372.12	10.74			
107128	Hay Corners and Willard.	Lehigh Valley R. R. Co.....	5.07	47.03	238.44	24			
107129	New York and Albany.....	New York Central and Hud- son River R. R. Co.	143.20	178.70	25,569.84	40.43			
107130	Buffalo and West.....	Buffalo, Rochester, and Pittsburg Rwy. Co.	48.21	92.34	4,451.71	24.52			
107131	Kaaterskill Junction (n. o.) and Kaaterskill.	Ulster and Delaware R. R. Co.	8.95	52.16	466.83	19			
107132	Boundary Line (n. o.) and Massena Springs.	Grand Trunk Rwy. Co. of Canada.	21.82	42.75	982.80	6			
107133	Massena Springs and De Kalb Junction.	New York Central and Hud- son River R. R. Co.	38.01	107.73	4,094.81	18.92			
107134	Carthage and Newton Falls.	do do	46.46	49.59	2,303.95	12			
107135	Jamestown and Mayville.	Jamestown and Chautau- qua Rwy. Co.	23.66	48.74	1,153.18	16.16			
107136	Claverhouse and Rochester.	New York Central and Hud- son River R. R. Co.	7.94	85.50	678.87	24.50			Lap over route 107129.
107137	Cornwall Junction (n. o.) and New York (foot of Jay street).	New York, Ontario and Western Rwy. Co.	53.30	44.46	2,369.71	22.50			
107138	Fulton and Woodard Junc- tion (n. o.).	New York Central and Hud- son River R. R. Co.	17.52	70.97	1,243.39	28			
107139	Vacant.	Port Jervis, Monticello and Summitville	10.73	42.75	458.70	12			
107140	Summitville and West Brookville.	New York R. R. Co.	13.43	8.55	114.82	18			Lap over route 107048.
107141	Oswego and Fulton.....	New York Central and Hud- son River R. R. Co.	12.24	46.17	565.12	18			
107142	Prattsburg and Kanona.....	Kanona and Prattburg Rwy. Co.	17.92	42.75	766.08	13			
107143	Raquette Lake and Clear- water (n. o.).	Raquette Lake Rwy. Co.....	54.86	49.59	2,720.50	12			
107144	Churchville Junction (n. o.) and Station A, Buffalo.	New York Central and Hud- son River R. R. Co.							
107145	Vacant.								
107146	Vacant.								
107147	Glendale Junction (n. o.) and Far Rockaway.	New York and Rockaway Beach Rwy. Co.	12.07	62.42	753.40	38.82			
107148	Cadosia, N. Y., and Scrant- on, Pa.	New York, Ontario and Western Rwy. Co.	55.07	44.46	2,448.41	6			
107149	Vacant.								
107150	Vacant.								
107151	Wellsville, N. Y., and Gale- ton, Pa.	Buffalo and Susquehanna R. R. Co.	38.19	64.13	2,449.12	12			
107152	Fort Ticonderoga (n. o.) and Ticonderoga.	Delaware and Hudson Co...	2.14	43.61	98.82	18			

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEW JERSEY—continued.											
109061	Anglesea Junction (n. o.) and Hollybeach.	West Jersey and Seashore R. R. Co.	7.17	<i>Dollars.</i> 42.75	<i>Dollars.</i> 396.52	18	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
109062	Edison and Hopatcong Junction (n. o.).	Central R. R. Co. of New Jersey.	16.43	42.75	702.38	12					
109063	Aldene Station (n. o.) and New Orange.	do.	2.51		107.30	6					
109064	Great Notch (n. o.) and Essex Falls.	Erie R. R. Co.	5.74		245.38	6					
109065	Hightstown and Pembro- ton.	Union Transportation Co.	25.90	55.58	1,439.52	12.53					Agreement.
109066	Ringwood and Ringwood Junction (n. o.).	Erie R. R. Co.	2.61	42.75	111.57	6					Do.
109067	Vacant.										
109068	Mattawan Junction (n. o.) and Branchport (n. o.).	Central R. R. Co. of New Jersey.	21.83	60.71	1,325.29	17.26					
109069	Brown Mills and Brown Mills Junction (n. o.).	Pennsylvania R. R. Co.	1.99	42.75	85.07	12					
109070	Vacant.										
109071	Philadelphia, Pa., and At- lantic City, N. J.	Atlantic City R. R. Co.	57.26	71.82	4,112.41	22.32					
109072	Camden and Greentoch	do.	12.20	42.75	521.55	12					
109073	Brightline Junction (n. o.) and Brigantline.	do.	14.38	42.75	614.74	12					
109075	Landsdown Station (n. o.) and Pittstown.	Lehigh Valley R. R. Co.	4.08	42.75	174.42	12					
109076	New Brunswick and South Amboy.	Raritan River R. R. Co.	13.66	43.61	595.71	21					
109077	Vacant.										
109078	Vacant.										
109079	Newark and Jersey City	Central R. R. Co. of New Jersey.	7.51	42.75	321.05	21					
109080	Alloway Junction (n. o.) and Quinton.	West Jersey and Seashore R. R. Co.	4.44	42.75	189.81	15					
109081	Vacant.										
109082	Norristown and Whippany		4.59	42.75	196.22	12					No distance circular.
109083	Norristown and White- house Station.	Rockaway Valley Rwy Co.	27.65	42.75	1,182.03	12					

100084	Lodi Junction (n. o.) and Lodi.	New York, Susquehanna and Western R. R. Co.	1.88	42.75	80.37	15						
	PENNSYLVANIA.		1,784.72		535,613.64						79,196.45	
110001	Philadelphia and Pitsburg.	Pennsylvania R. R. Co.	353.65	3,003.62	1,052,230.21	92.56	353.65	560.00	196,044.00	10 lines 60 feet and 14 lines 50 feet.		
110002	West Falls (n. o.) and Bridgeport.	Philadelphia and Reading Rwy. Co.	12.01	153.05	1,898.13	41						
110003	Philadelphia and West Chester.	Philadelphia, Wilmington and Baltimore R. R. Co.	27.80	199.03	4,421.03	51.68						
110004	Philadelphia (12th and Market sts.) and Bethlehem.	Philadelphia and Reading Rwy. Co.	56.64	345.42	19,564.58	99.93	5.03	75.00	414.75	1 line 60 feet and 1 line 40 feet.	Wayne Junction (n. o.) to Jenkintown, Pa.	
110005	Philadelphia and Williamsport.	do	211.23	163.31	34,495.97	48.95						
110006	Sunbury and Williamsport.	Pennsylvania R. R. Co.	40.60	391.33	15,481.99	48.50	39.60	40.00	1,584.00	1 line 50 feet.		
110007	Bridgeport and Exton.	Philadelphia and Chester Valley R. R. Co.	17.27	42.75	738.29	12						
110008	Chester, Pa., and Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	58.37	118.85	6,937.27	17.27						
110009	Honesdale and Lackawaxen.	Erie R. R. Co.	24.74	75.24	1,861.43	19						
110010	Jersey City (Pennsylvania R. R. depot), N. J., and Sayre, Pa.	Lehigh Valley R. R. Co.	269.84	346.28	93,440.19	54.82	269.76	50.00	13,488.00	1 line 60 feet.		
110011	Delmo and Mount Carmel.	do	24.75	60.71	1,502.57	15.02						
110012	Madawaska Junction (n. o.) and Andover, N. H.	do	8.56	42.75	365.94	8.56						
110013	Shanokin and Herndon.	Philadelphia and Reading Rwy. Co.	21.20	43.61	924.53	12						
110014	Vacant.											
110015	Sunbury and Sugarloaf.	Pennsylvania R. R. Co.	44.79	50.45	2,259.65	8.98						
110016	Peunhsaten Junction (n. o.) and Sugarloaf.	Lehigh Valley R. R. Co.	23.40	114.57	2,680.93	31.13						
110017	Seranton and Northumberland.	Delaware, Lackawanna and Western R. R. Co.	79.95	149.62	11,962.11	25.98						
110018	Wilkesbarre and Carbon- dale.	Delaware and Hudson Co.	35.39	159.03	5,628.07	43						
110019	Port Clinton and Tamaqua.	Philadelphia and Reading Rwy. Co.	20.65	96.62	1,995.20	21						
110020	Elmira, N. Y., and Hoytville, Pa.	Erie R. R. Co.	64.66	82.94	5,362.90	13.82						
110021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy. Co.	78.86	237.69	18,744.23	22.45	78.09	40.00	3,123.60	1 line 50 feet.		
110022	Williamsport and Erie.	Pennsylvania R. R. Co.	247.77	186.39	46,181.85	23.90						
110023	Sunbury and Mount Carmel.	Northern Central Rwy. Co.	27.88	81.23	2,264.69	22.10						

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	PENNSYLVANIA—continued.										
110024	Carrollton, N. Y., and Harrisburg, Pa.	Erie R. R. Co.	Miles. 22.16	Dollars. 69.26	Dollars. 1,584.80	21.32			Dollars.		
110025	Lebanon and Oil City	Pennsylvania R. R. Co.	50.34	77.81	3,916.96	12					
110026	Strasburg and Leaman Place.	Strasburg R. R. Co.	4.96	42.75	211.61	6					
110027	Lancaster and Middletown.	Pennsylvania R. R. Co.	82.31	100.04	3,282.29	21.44					
110028	Harrisburg and Auburn.	Philadelphia and Reading Rwy. Co.	56.14	48.61	2,579.09	12					
110029	Stewartstown and New Freedom.	Stewartstown R. R. Co.	7.62	51.30	390.90	12					
110030	Harrisburg, Pa., and Win- chester, Va.	Cumberland Valley R. R. Co.	116.40	155.61	18,113.00	27.44					
110031	Columbia and Sinking Spring.	Reading and Columbia R. Co.	40.26	67.56	2,719.56	17.94					
110032	Columbia, Pa., and Fred- erick, Md.	Pennsylvania R. R. Co.	69.39	92.34	6,407.47	21.70					
110033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R. Co.	7.66	42.75	327.46	12					
110034	Huntingdon and Mount Dallas Station (n. o.).	Huntingdon and Broadtop Mountain R. R. and Coal Co.	45.20	109.44	4,946.68	8.50					
110035	Tyrone and Grampian	Pennsylvania R. R. Co.	32.91	112.01	5,926.44	17.17					
110036	Altoona and Henrietta.	do	28.61	90.83	2,592.92	17.96					
110037	Cresson and Glen Campbell.	do	50.00	71.82	3,591.00	12.78					
110038	Tyrone and Lockhaven	do	55.09	82.08	4,521.78	16.61					
110039	Blairsville and Allegheny.	do	88.79	141.93	9,763.36	39.41					
110040	Pittsburg, Pa., and Wheel- ing, W. Va.	Baltimore and Ohio R. R. Co.	67.13	174.42	11,708.81	25.86					
110041	Pittsburg and Oil City	Pennsylvania R. R. Co.	132.61	207.77	27,562.37	42.71					
110042	Branch and Indiana	do	19.08	125.69	2,396.16	20.84					
110043	Meadville and Oil City	Erie R. R. Co.	36.70	70.97	2,604.59	21					
110044	Erie and Homewood	Pennsylvania Co.	112.10	129.11	14,473.23	16.46					
110045	Oil City, Pa., and Ashta- bula, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	88.29	111.15	9,813.43	17.35					
110046	Bethlehem and Bangor	Central R. R. Co. of New Jersey.	30.73	42.75	1,313.70	12					
110047	Downingtown and Cones- toga Junction (n. o.).	Pennsylvania R. R. Co.	39.66	62.42	2,476.57	13.58					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
PENNSYLVANIA—continued.											
110076	Redbank Furnace and Driftwood.	Pennsylvania R. R. Co.	Miles. 109.91	Dollars. 123.98	Dollars. 13,625.64	21.70	Miles.	Dollars.	Dollars.		
110077	Mount Alto Junction (n. o.) and Waynesboro.	Cumberland Valley R. R. Co.	16.12	69.26	1,116.47	18					
110078	Tunkhannock and Mon-trose.	Lehigh Valley R. R. Co.	28.13	55.58	1,563.46	12					
110079	Reedsville and Belleville.	Kishacoquillas Valley R. R. Co.	9.84	42.75	420.66	15					
110080	Mechanicsburg and Dill-burg.	Cumberland Valley R. R. Co.	8.84	52.16	461.09	15					
110081	Pittsburg and West Browns-ville.	Pennsylvania R. R. Co.	54.12	140.22	7,588.70	31.27					
110082	Woodville and Hickman.	Pittsburg, Chartiers and Younglougheny Rwy. Co.	3.80	42.75	162.45	18					
110083	Snowshoe and Wingate.	Pennsylvania R. R. Co.	17.49	42.75	747.69	12					
110084	Holidaysburg and Gettys-ville.	East Broadtop Railroad and Coal Co.	20.16	43.61	879.17	12.20					
110085	Mount Union and Roberts-ville.	Pittsburg and Western Rwy. Co.	30.10	44.46	1,338.24	12					
110086	Mount Jewett and Gallery.	Pennsylvania R. R. Co.	139.90	83.79	11,722.22	12.68					
110087	Bellwood and Valler.	Philadelphia and Reading Rwy. Co.	65.36	84.65	5,532.72	12.71					
110088	Alaska (n. o.) and Mount Carmel.	Pennsylvania R. R. Co.	2.10		89.77	6					Agreement.
110089	Reading and Slatington.	Baltimore and Ohio R. R. Co.	43.62	43.61	1,902.26	6					
110090	Berlin and Garrett.	Pennsylvania R. R. Co.	8.48	46.17	391.52	12					
110091	Larabee and Clermont.	Pennsylvania R. R. Co.	22.17	46.17	1,023.58	13.21					
110092	Vacant.										
110093	Vacant.										
110094	Oxford and Wakefield.	Lancaster, Oxford and Southern R. R. Co.	17.51	42.75	748.55	8.96					
110095	Pittsburg and Castle Shan-non.	Pittsburg and Castle Shan-non R. R. Co.	6.12	42.75	261.63	12					
110096	Malontown and Stone-boro.	Pennsylvania Co.	37.93	81.23	3,061.05	17.78					
110097	Whitehaven and Upper Lehigh.	Central R. R. Co. of New Jersey.	9.80	42.75	418.95	23.70					
110098	Swedesford Junction (n. o.) and Lansdale.	Stony Creek R. R. Co.	11.71	42.75	500.60	10.99					

110099	Oceola Junction (n. o.) and McCauley	Pennsylvania R. R. Co.	21.08	53.01	1,114.80	12.68			
110100	Tamaqua and Mauch Chunk	Central R. R. Co. of New Jersey.	16.70	55.58	872.60	30			
110101	Williams and Rhine	Pittsburg, Chertsey and Reading Rwy. Co.	9.87	42.75	400.56	21			
110102	Woodville and Reading	Pittsburg, Chertsey and Reading Rwy. Co.	3.10	42.75	182.62	15			
110103	Wynote, Pa., and Bound Brook, N. J.	Pittsburg, Chertsey and Reading Rwy. Co.	49.82	381.38	18,807.18	75.92	49.15	75.00	3,686.25
110104	Greensburg and Fairchance	Pennsylvania R. R. Co.	44.64	110.30	4,928.79	20.51			1 line 60 feet; 1 line 40 feet.
110105	Shofield and Dorking	Thorn Valley Rwy. Co.	20.20	42.75	863.55	12			
110106	Millersburg and Lykens	Northern Central Rwy. Co.	14.75	64.13	945.91	18			
110107	Meadville and Linsville	Bessemer and Lake Erie R. R. Co.	21.15	47.88	1,012.66	20.68			
110108	Leviatown Junction (n. o.) and Salingrove Junction	Pennsylvania R. R. Co.	44.60	53.01	2,364.24	12			
110109	Glenside and Newhope	Northeast Pennsylvania R. R. Co.	25.90	64.13	1,660.96	24.48			
110110	Hartley Hall and Satterfield	Williamsport and North Branch R. R. Co.	44.43	50.45	2,241.49	15.48			
110111	Manor Station and Claridge	Pennsylvania R. R. Co.	4.04	42.75	172.71	12			
110112	Kermoo Junction (n. o.) and Gazzam	New York Central and Hudson River R. R. Co.	3	42.75	128.25	12			
110113	Tyrone and Benore	Pennsylvania R. R. Co.	25.43	42.75	1,087.13	12			
110114	Washington and Waynesburg	Waynesburg and Washington R. R. Co.	29.38	111.15	3,265.68	12			
110115	Nazareth Junction (n. o.) and Martins Creek Station (n. o.)	Delaware, Lackawanna and Western R. R. Co.	4.64	42.75	194.08	16.88			
110116	Honesdale and Carbondale	Delaware and Hudson Co.	27.79	56.43	1,568.18	21			
110117	Newtown Junction (n. o.) and Newtown	Philadelphia, Newtown and New York R. R. Co.	20.47	51.80	1,050.11	22.10			
110118	Latrobe and Ligonier	Ligonier Valley R. R. Co.	10.80	49.59	585.57	18			
110119	Shenandoah and Mahanoy Plains	Ligonier Valley R. R. Co.	6.97	58.14	406.23	34.57			
110120	Brislin and Goss Run Junction (n. o.)	Rwy. Co.	1.03	42.75	44.03	21			
110121	Mount Jewett and Graniere	South Branch R. R. Co.	4.17	42.75	178.28	12			
110122	Leicester and Quarryville	Pennsylvania R. R. Co.	15.01	45.82	690.25	18			
110123	Pittsburg, Pa., and Youngstown, Ohio	Pittsburg and Lake Erie R. R. Co.	68	259.92	17,674.56	49.41	68	25.00	1,700.00
110124	Columbia, Pa., and Perryville, Md.	Pennsylvania R. R. Co.	43.96	45.82	1,992.26	10.73			
110125	Allegheny and Newcastle	Pittsburg and Western Rwy. Co.	58.15	206.06	11,982.38	38.69			
110126	Dallastown Junction (n. o.) and Dallastown	Maryland and Pennsylvania R. R. Co.	1.26	42.75	53.86	24			
110127	Montour Junction (n. o.) and Imperial	Montour R. R. Co.	10.87	42.75	464.69	12			
110128	Portland and Nazareth	Delaware, Lackawanna and Western R. R. Co.	28.65	68.40	1,822.86	15.69			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		Agreement.
PENNSYLVANIA—continued.											
110129	Irwin and Blackburn	Pennsylvania R. R. Co.	8.64	42.75	365.06	8.55					
110130	Roseter Junction (n. o.) and Roseter.	New York Central and Hud- son River R. R. Co.	2.58		110.29	6					
110131	Pomeroy, Pa., and Newark, Del.	Pennsylvania R. R. Co.	26.64	42.75	1,138.86	8.58					
110132	Bradford and Smethport...	Bradford, Bordell and Kin- zua Railway Co.	26.37	43.61	1,149.99	12					
110133	Vacant.										
110134	Lumber Yard (n. o.) and Jeddo.	Lehigh Valley R. R. Co.	3.43	70.11	240.47	33					
110135	C. and M. Junction (n. o.) and Beech Creek R. R. Depot, Clearfield (n. o.).	Buffalo, Rochester and Pitts- burg Rwy. Co.	26.33	45.82	1,193.27	12					
110136	Blossburg and Morris Run Junction and Lancaster....	Erie R. R. Co.	3.82	42.75	163.30	12					
110137		Reading and Columbia R. R. Co.	9.47	80.37	761.10	18					
110138	Saxton and Dudley	Huntingdon and Broadtop Mountain R. R. and Coal Co.	6.78	42.75	247.09	6					
110139	Lawrenceville and Ulysses.	New York Central and Hud- son River R. R. Co.	41.67	82.08	3,420.27	12					
110140	Holidaysburg Junction (n. o.) and Newry.	Pennsylvania R. R. Co.	2.97	42.75	126.96	13.81					
110141	Bradford and Mount Pleasant.	Baltimore and Ohio R. R. Co.	10.39	42.75	444.17	15					
110142	Shingichouse, Pa., and Ceres, N. Y.	New York and Pennsylvania R. R. Co.	5.49		234.69	6					Do.
110143	Unity Station and Verona...	Pennsylvania R. R. Co.	5.37	44.46	238.75	18					
110144	Port Allegany and Ulysses.	Coudersport and Port Alle- gany R. R. Co.	40.93	57.29	2,344.87	15.69					
110145	Mercersburg Junction (n. o.) and Mercersburg.	Cumberland Valley R. R. Co.	2.62	56.43	147.84	27					
110146	West Brownsville and Chickstown.	Pennsylvania R. R. Co.	18.90	81.23	1,535.24	18					Do
110147	Bushkill and East Strouds- burg.	Delaware Valley R. R. Co.	12.88		550.62	6					
110148	County Home Junction (n. o.) and Hermitage.	Pennsylvania R. R. Co.	10.74	43.61	468.37	15					

110149	Lebanon and Mount Hope.	Cornwall R. R. Co.	11.80	42.75	504.45	21.06
110150	Cresheim Junction (n. o.)	Pennsylvania R. R. Co.	2.80	42.75	119.70	18
110151	Youngs Creek and Laverock.	do	12.53	49.59	621.36	12
110152	Branchton and Hilliards.	Bessemer and Lake Erie R. R. Co.	10.39	42.75	444.17	12
110153	East Mahanoy Junction (n. o.) and West Milton.	Philadelphia and Reading Rwy Co.	67.38	47.88	8,226.15	8.11
110154	Cornwall and Conewago.	Cornwall and Lebanon R. R. Co.	16.89	42.75	722.04	12.85
110155	Hunters Run and Gettysburg.	Gettysburg and Harrisburg Rwy Co.	22.43	68.40	1,534.21	18
110156	Newcastle Junction (n. o.) and Newcastle.	Pittsburg and Lake Erie R. R. Co.	3.24	90.63	293.64	55.50
110157	Vacant.	Delaware Lackawanna and Western R. R. Co.	11.10	66.69	740.25	12
110158	Easton (Lehigh Valley R. R. Station) and Belfast Station (n. o.).	Pittsburg and Lake Erie R. R. Co.	59.15	70.97	4,197.87	9.22
110159	Pittsburg and Newhaven.	Pennsylvania R. R. Co.	11.99	68.40	820.11	70.38
110160	Philadelphia and Station H.	do	4.11	42.75	175.70	19.65
110161	Holmesburg Junction (n. o.) and Substation No. 28 (Busicon).	Philadelphia and Reading Rwy. Co.	6.88	42.75	294.12	12
110162	Elverson and St. Peters.	Pennsylvania R. R. Co.	2.62	42.75	112.00	21
110163	Banfan Junction (n. o.) and Ventland.	do	43.48	64.98	2,825.33	12
110164	Warren Pa. and Salamanca, N. Y.	Buffalo, Rochester and Pittsburg Rwy. Co.	61.89	106.88	6,614.80	13
110165	Punxsutawney and Butler.	Central Pennsylvania and Western R. R. Co.	31.87	49.59	1,580.43	12
110166	Watsonstown and Orangeville.	Pennsylvania R. R. Co.	10.46	447.16	447.16	6
110167	Silgo and Lawsonham.	do	27.61	42.75	1,150.32	9.78
110168	Irivona and Crescon.	Lehigh Valley R. R. Co.	18.12	82.94	1,502.87	40.93
110169	Hazleton and New Boston Junction (n. o.).	Buffalo and Susquehanna R. R. Co.	62.59	51.80	3,210.86	12.63
110170	Vacant.	Bloomsburg and Sullivan R. R. Co.	28.89	54.72	1,580.86	18
110171	Keating Summit and Ansonia.	do	4.40	59.85	283.34	12
110172	Jamison City (D. L. and W. Depot) and Bloomsburg.	Pennsylvania R. R. Co.	39.20	51.80	2,010.96	15.10
110173	Morrisdale Mines and Philadelphia.	do	10.92	54.72	597.54	21
110174	Wilke-barre and Rock (gen Junction (n. o.).	do	4.26	42.75	182.11	12
110175	New Boston Junction (n. o.) and Pottsville.	do				
110176	Goff and Donohoe Station (n. o.).	do				

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage of railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
PENNSYLVANIA—continued.											
110177	Bloomsburg and Rupert ...	Rupert and Bloomsburg R. Co.	Miles. 2.17	Dollars. 42.75	Dollars. 92.76	12	Miles.	Dollars.	Dollars.		Agreement.
110178	Lanes Mills and Coalgen ..	Buffalo Rochester and Pitts- burg Rwy. Co.	4.84	42.75	206.91	12					
110179	Northend Junction (n. o.) and Gleasonton	Northend and Kettle Creek R. Co.	1.35		57.71	6					
110180	Rockhill Furnace and Shadesap	East Broadtop R. R. and Coal Co.	7.05	42.75	301.38	6					
110181	Bearcreek and Bearcreek Junction (n. o.)	Lehigh Valley R. R. Co.	5.36	42.75	229.14	6					
110182	Garway (n. o.) and Hast- ings	Pennsylvania R. R. Co.	4.91	42.75	209.90	18					
110183	Duncannon and Landis- burg	Perry County R. R. Co.	21.39	44.46	950.99	12					
110184	Vacant.										
110185	Mount Pleasant and Scott- dale Junction (n. o.)	Pennsylvania R. R. Co.	5.63	60.71	341.79	18					
110186	Pondereck Junction (n. o.) and Sandyrup.	Central R. R. Co. of New Jersey.	2.58	42.75	110.29	21					
110187	McKeesport and Fayette City	Pittsburg and Lake Erie R. Co.	30.42	85.50	2,600.91	18.50					
110188	Marlburg and Kinzua	Pennsylvania R. R. Co.	16.65	42.75	711.78	6.92					1 line 60 feet and 1 line 40 feet.
110189	Hawley and Scranton	Erie R. R. Co.	36.48	48.74	1,773.03	12					
110190	Wayne Junction (n. o.) and Park Junction (n. o.)	Philadelphia and Reading Rwy. Co.	5.70	382.19	2,178.48	47	5.70	75.00	427.50		
110191	Confluence, Pa., and Krug. Md.	Baltimore and Ohio R. R. Co.	20.15	46.17	930.32	12					
110192	Instantar and Johnsonburg	Pennsylvania R. R. Co.	12.32	42.75	526.68	6					
110193	Quintonia, Pa. (n. o.), and Hagerstown, Md.	Western Maryland R. R. Co.	15.37	42.75	657.06	6					
110194	Lizard Creek Junction (n. o.) and Pottsville.	Lehigh Valley R. R. Co.	34.34	42.75	1,468.03	9.68					
110195	Ormsby and Mount Jewett	Bradford, Bordell and Kin- zua Rwy. Co.	10.06	42.75	430.06	12					
110196	Snethport and Mount Jew- ett.	Pittsburg, Shawmut, and Northern R. R. Co.	16.50	42.75	705.37	12					
110197	Otis and Sharpsville	Sharpsville R. R. Co.	17.14	42.75	732.73	12.47					

110198	Harrisburg and Shippensburg.	Philadelphia and Reading Rwy. Co.	41.78	55.58	2,322.13	12.03	
110199	Alford and Montrose.	Delaware, Leokawanna and Western R. R. Co.	11.26	63.27	712.42	21	
110200	Latrobe and Bagdaley.	Pennsylvania R. R. Co.	6.01	42.75	256.92	12	
110201	Vacant.						
110202	Smithport and Kushesqua.	Mount Jewett, Kinross and Ritterville R. R. Co.	14.95	42.75	639.11	15.50	
110203	Erle and Butler.	Bermer and Lake Erie R. R. Co.	121.50	108.46	12,570.39	13.69	
110204	Brookport and Brockwayville.	Pittsburg, Shawmut and Northern R. R. Co.	5.12	42.75	218.88	6	
110205	Millhall and Bellefonte.	Central R. R. Co. of Pennsylvania.	27.78	42.75	1,187.59	15	
110206	Junction (n. o.) and White.	Pennsylvania R. R. Co.	1.20	42.75	51.30	12	
110207	Clearfield, Bridge, and Faunce.	Clearfield Southern R. R. Co.	7.11	42.75	303.95	12	
110208	Vacant.						
110209	Lovett and Lloydell.	Pennsylvania R. R. Co.	4.14	42.75	176.98	12	
110210	Groveton and Moonrun.	Pittsburg and Moon Run R. R. Co.	4.92	42.75	210.33	6	
110211	West Winfield and Butler Junction (n. o.).	Winfield R. R. Co.	8.53 3.90	42.75 2.57	374.67	12	Winfield Junction (n. o.) to Butler Junction (n. o.) 3.90 miles, lap over route 110058.
110212	Bellefonte and State College.	Bellefonte Central R. R. Co.	19.38	54.72	1,080.47	13	
110213	Newport and New Germantown.	Newport and Sherman's Valley R. R. Co.	23.73	43.74	1,400.30	12	
110214	Exposition and Lyness Junction (n. o.).	Bessemer and Lake Erie R. R. Co.	1.27		54.29	6	
110215	Echo and Yatesboro.	Rural Valley R. R. Co.	4.51		192.80	6	
110216	New Salem and Ache Junction (n. o.).	Pennsylvania R. R. Co.	3.82		183.30	6	
110217	Coal Lick Run Branch Junction (n. o.), and Lamberton.	do.	17.43		745.13	6	
110218	Southfork and Dunlo.	do.	7.61	61.56	468.47	12	
110219	Monongahela and Ellsworth.	do.	11.68		499.32	6	
110220	Brookade (n. o.) and Lyonskens.	Williams Valley R. R. Co.	12.06	48.74	587.70	21.76	
110221	Carman and Hallton.	Clarion River Rwy. Co.	10.91	42.75	466.40	12.69	
110222	Ellwood City and West Ellwood Junction (n. o.).	Pittsburg and Lake Erie R. R. Co.	3.29	42.75	140.64	38.99	
110223	Bradley Junction and Grant.	Pennsylvania R. R. Co.	17.94	52.16	935.75	12	
110224	Hunters Run and Pinegrove Furnace.	Hunters Run and Slate Belt R. R. Co.	9.17	42.75	392.01	12	
110225	Petersburg and Iselt.	Pennsylvania R. R. Co.	12.67		541.64	6	
110226	Port Royal and Blairs Mills.	Tuscarora Valley R. R. Co.	27.21	49.59	1,349.34	12	

110253	Shippensburg, Pa., and Edgemont, Md.	.....do.....	83.86	42.75	1,447.51	16.56	.....	.....	.....
110254	Vacant.								
110255	Vacant.								
110256	Vacant.								
110257	Vacant.								
110258	Philadelphia and Cynwyd.	Pennsylvania R. R. Co.	2.10	42.75	88.77	25			
110259	Vacant.								
110260	York, Pa., and Cardiff, Md.	Maryland and Pennsylvania R. R. Co.	36.10	64.98	2,346.77	12			
110261	Vacant.								
110262	Vacant.								
110263	Vance Mill Junction (n. o.) and West Leisengring.	Pennsylvania R. R. Co.	2.53	42.75	106.15	24			
110264	Reading and Adamstown.	United Traction Co.	13.35	42.75	570.71	12			
110265	Vacant.								
110266	Vacant.								
110267	Vacant.								
110268	Vacant.								
110269	Vacant.								
110270	Vacant.								
110271	Kaylor Junction (n. o.) and Wehrum.	Pennsylvania R. R. Co.	20.26	42.75	866.11	13.58			
110272	Vacant.								
110273	Vacant.								
110274	Vacant.								
110275	Vacant.								
110276	Vacant.								
110277	Vacant.								
110278	Mount Jewett and Westline.								
110279	Stanley (n. o.) and Helvetia.	Mount Jewett, Kinross and Bittersville R. R. Co.	12.89	42.75	551.04	9.10			
110280	Lejos Junction (n. o.) and Lejos.	Buffalo, Rochester and Pittsburgh Rwy. Co.	2.01	42.75	85.92	12			
110281	Vacant.	Pennsylvania R. R. Co.	.83	42.75	35.48	15			
110282	Belleville Central R. R. Co.		4.17	42.75	178.26	12			
110283	Stribles (n. o.) and Pinegrove Mills.		52.97	42.75	2,284.47	12.17			
110284	Clermont and Shawmut.	Pittsburg, Shawmut and Northern R. R. Co.	10.27	42.75	439.04	6			
110285	Westwood Switch and (n. o.) Fremont.	Philadelphia and Reading Rwy. Co.							
			7,263.21		1,860,600.26	•			238,783.85
112001	Wilmington and Delmar.	Philadelphia, Wilmington and Baltimore R. R. Co.	96.57	216.82	21,822.66	29.20			
112002	Lewes and Rehoboth.	.....do.....	6.06	42.75	256.06	6			
112003	Clayton, Del., and Oxford, Md.	.....do.....	54.94	99.18	5,448.94	11.97			

DELAWARE.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
DELAWARE—continued.											
112004	Georgetown and Lewes	Philadelphia, Wilmington and Baltimore R. R. Co.	14.95	66.69	997.01	12					
112005	Wilmington, Del., and Lan- denburg, Pa.	Baltimore and Ohio R. R. Co.	19.70	42.75	842.17	14.28			Dollars.		
112006	Harrington, Del., and Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	78.28	88.07	6,894.11	11.94					
112007	Newark and Delaware City.	do	13.67	86.36	1,180.53	19.42					Agreement.
112008	Smymna and Clayton Sta- tion (n. o.).	do	1.62		69.25	6					
			287.79		37,013.73						
MARYLAND.											
113001	Philadelphia, Pa., and Washington, D. C.	Philadelphia, Wilmington and Baltimore R. R. Co.	137.22	1,970.78	270,430.43	178.73	137.22	320.00	43,910.40	6 lines 60 feet; 1 line 50 feet.	Baltimore, Md., to Washington, D. C.
113002	Baltimore, Md., and Sun- bury, Pa.	Northern Central Rwy. Co.	138.34	416.39	57,603.39	60.85	138.11	40.00	5,524.40	1 line 50 feet, 4 lines 60 feet, and 2 lines 40 feet.	
113003	Baltimore, Md., and Graf- ton, W. Va.	Baltimore and Ohio R. R. Co.	294.98	964.44	284,490.51	62.14	40 152.03 102.83	250.00 225.00 150.00	59,631.25	4 lines 60 feet and 1 line 40 feet. 3 lines 60 feet.	
113004	Araby and Frederick.	do	3.82	94.05	359.27	47					Washington, D. C., to Cumberland, Md., Cumberland, Md. to Grafton, W. Va.
113005	Weverton and Hagerstown.	do	24.41	66.69	1,627.90	21					
113006	Baltimore and Hagerstown.	Western Maryland R. R. Co.	88.05	153.05	13,476.05	30.05	87.58	25.00	2,189.50	1 line 40 feet.	
113007	Annapolis and Annapolis Junction (n. o.).	Annapolis, Washington and Baltimore R. R. Co.	20.85	62.42	1,301.45	19					
113008	Cambridge, Md., and Sea- ford, Del.	Philadelphia, Wilmington and Baltimore R. R. Co.	33.69	77.81	2,621.41	12					
113009	Baltimore and Ocean City.	Baltimore, Chesapeake and Atlantic Rwy. Co.	131.53	53.01	6,972.40	10.07					
113010	Townsend, Del., and Cen- terville, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	35.26	66.69	2,351.48	12					
113011	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennsyl- vania R. R. Co.	83.02	91.49	3,020.99	13.09					

1113012	Clayton, Del., and Chester- town, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	32.59	70.11	2,284.88	6			
1113013	Baltimore and Mechan- icsville	Washington, Potomac and Annapolis	23.99	53.87	1,130.73	6			
1113014	Bowie and Popes Creek.....	Philadelphia, Wilmington and Baltimore R. R. Co.	48.72	76.10	3,707.59	12			
1113015	Delmar, Del., and Cape Charles, Va.	New York, Philadelphia and Norfolk R. R. Co.	95.25	146.21	13,926.50	15.61			
1113016	Baltimore, Md., and Lewes, Del.	Queen Anne's R. R. Co.....	97.24	59.00	5,737.16	11.28			
1113017	Saint Denis (Station Balti- more), and Washington Junction (n. o.).	Baltimore and Ohio R. R. Co.	59.60	102.60	6,114.96	23.27			
1113018	Lake Roland (Station Balti- more) and Garrison, Emmitsburg and Rocky- ridge.	Northern Central Rwy. Co..	8.23	42.75	351.83	12			
1113019	Emmitsburg and Rocky- ridge.	Emmitsburg R. R. Co.....	6.88	50.45	347.09	12			
1113020	Emory Grove Station (n. o.) and Highfield.	Western Maryland R. R. Co.	73.72	72.68	5,357.96	15.21			
1113021	Vacant.								
1113022	Vacant.								
1113023	Vacant.								
1113024	Cardiff and Baltimore.....	Maryland and Pennsylv- ania R. R. Co.	42.90	69.26	2,971.25	15.67			
1113025	Vacant.								
1113026	Park Junction (n. o.) (Philadelphia, Pa.) and Baltimore, Md. (Camden Street Sta.).	Baltimore and Ohio R. R. Co.	96.30	403.56	39,699.94	53.70	96.30	75.00	7,372.50 1 line 60 feet and 1 line 40 feet.
1113028	Baltimore and Annapolis..	Baltimore and Annapolis Short Line R. R. Co.	26.23	71.82	1,893.83	31			
1113029	Canton Junction (n. o.) and Sparrows Point.	Northern Central Rwy. Co..	8.38	44.46	372.57	34			
1113030	Vacant.								
1113031	Vacant.								
1113032	Hagerstown, Md., and Cherryrun, W. Va.	Western Maryland R. R. Co.	19.87	55.58	1,104.37	14			
1113033	Vacant.								
1113034	Vacant.								
1113035	Vacant.								
1113036	Deanwood, D. C., Ches- apeake Beach, Md.	Chesapeake Beach Rwy. Co.	26.95	47.03	1,361.51	6			
1113037	Chautauqua Beach Junc- tion (n. o.) and Chau- tanqua Beach.	Baltimore and Ohio R. R. Co.	4.55	42.75	194.51	6			
1113038	Penitentiary Junction and Crisfield.	New York, Philadelphia and Norfolk R. R. Co.	16.30	58.14	947.68	12			
			1,622.87						
				731,719.64					
					118,628.05				

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles for post- office cars.	Pay per mile for post- office cars.	Annual rate of pay for post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
VIRGINIA.											
114001	Quantico Junction (n. o.) and Richmond.	Richmond, Fredericksburg, and Potomac R. Co.	Miles. 81.20	Dollars. 586.94	Dollars. 48,390.32	49.12	Miles. 81.20	Dollars. 140.00	Dollars. 11,368.00	2 lines 60 feet; 1 line 50 feet.	
114002	Washington, D. C. and Dan- ville Junction (n. o.) Va.	Southern Rwy. Co.	238.22	1,267.11	301,850.94	33.06	238.22	290.00	66,701.60	4 lines 60 feet; 2 lines 50 feet.	
114003	Manassas and Harrisonburg	do	114.62	130.82	14,994.58	14.38					
114004	Alexandria and Bluemont.	do	64.58	93.20	5,086.85	14.71					
114005	Fortess Monroe and Gor- donville.	Chesapeake and Ohio Rwy. Co.	180.64	160.74	25,821.27	16.80					
114006	Richmond and Danville Junction (n. o.)	Southern Rwy. Co.	140.00	151.34	21,187.60	14.07					
114007	Richmond and West Point.	do	39.33	79.52	3,127.52	12.50					
114008	Richmond, Va., and Wel- don, N. C.	Atlantic Coast Line R. R. Co.	82.91	453.15	37,570.66	31.39	82.86	100.00	8,235.00	2 lines 60 feet.	
114009	Monarat and Ethelfelts	Norfolk and Western Rwy. Co.	3.56		152.19	6					Agreement.
114010	Petersburg and City Point	do	9.99	42.75	427.07	6					
114011	Norfolk and Lynchburg	do	294.49	156.89	82,685.90	19.58					
114012	Bluestone Junction (n. o.) and Powhoughtas.	do	1.58	42.75	67.54	31.50					
114013	Lynchburg, Va., and Bris- tol, Tenn.	do	203.94	285.98	48,125.76	15.77	203.62	50.00	10,181.00	2 lines 40 feet.	Do.
114014	Gladespring and Saltville	do	9.54	42.75	407.83	13					
114015	Grayson and Fries	do	6.30		269.32	6					
114016	Vacant.	do									
114017	Bermuda Hundred and Farmville.	Farmville and Powhatan R. R. Co.	90.23	42.75	3,857.33	6					
114018	Abingdon and State Line (n. o.)	Virginia-Carolina Rwy. Co.	18.05		771.63	6					Do.
114019	Kempville Junction (n. o.) and Munden.	Norfolk and Southern R. R. Co.	21.60	42.75	923.40	11.06					
114020	Fredericksburg and Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	38.14	52.16	1,989.38	6					
114021	Hagerstown, Md., and Roanoke, Va.	Norfolk and Western Rwy. Co.	239.10	130.82	31,279.06	9.66					
114022	Elba and Rocky Mount	do		42.75	1,585.43	6					
114023	Richmond and Clifton Forge.	Southern Rwy. Co.	37.82	42.75	20,917.40	8.46					
114024	Calverton and Warrenton.	Chesapeake and Ohio Rwy. Co.	280.80	90.63	25,917.40	8.46					
		Southern Rwy. Co.	9.25	56.43	521.97	23.50					

No.	Location	Seaboard Air Line Rwy.	171.86	16,888.52	20	Agreement, summer service.	Do.
1114025	Richmond, Va., and Danville, N. C.	Seaboard Air Line Rwy.	98.24	171.86	20		
1114026	Vacant.						
1114027	West Norfolk and Boone Junction (n. o.).	Southern Rwy. Co.	6.29	42.75	12		
1114028	Danville and Stuart.	Danville and Western Rwy. Co.	74.99	72.68	15.16		
1114029	Balcony Falls and Lexington.	Chesapeake and Ohio Rwy. Co.	21.41	53.01	12.50		
1114030	Vacant.						
1114031	Keyville, Va., and Durham, N. C.	Southern Rwy. Co.	98.22	56.43	8.11		
1114032	Walton (n. o.), Va., and Kenova, W. Va.	Norfolk and Western Rwy. Co.	266.28	137.66	14.22		
1114033	Claremont and Belfield.	Southern Rwy. Co.	53.11	42.75	6		
1114034	Norfolk and Virginia Beach.	Norfolk and Southern R. R. Co.	17.56	53.87	25.75		
1114035	Georgetown and Coeburn.	Norfolk and Western Rwy. Co.	3.12	42.75	14		
1114036	Vacant.						
1114037	Pulaski City and Monar.	do.	45.66	58.14	6		
1114038	Bristol, Tenn., and Inman, Va.	Virginia and Southwestern Rwy. Co.	70.44	65.84	6.92		
1114039	Bremo Bluff and Bolling.	Chesapeake and Ohio Rwy. Co.	20.10	42.75	12		
1114040	Norfolk and Danville.	Southern Rwy. Co.	208.02	81.23	14		
1114041	Graham and Norton.	Norfolk and Western Rwy. Co.	100.81	92.34	7		
1114042	Lynchburg, Va., and Durham, N. C.	do.	116.82	69.26	7.13		
1114043	Stanton and Wakefield Station.	Surry, Sussex and Southampton Rwy. Co.	19.92	42.75	6		
1114044	Callahan (n. o.) and Winchester.	Ferrill and Fowhatan R. R. Co.	3	42.75	6		
1114045	Vacant.						
1114046	Buffalo Junction and Buffalo Lithia Springs.	Southern Rwy. Co.	4.01	171.42	6		
1114047	Georgetown Bridge and Rockbridge Alum Springs.	Rockbridge Alum and Goshen R. R. Co.	10.08	430.92	6		
1114048	Washington, D. C., and Huntington, W. Va.	Chesapeake and Ohio Rwy. Co.	438.02	357.39	21.24		
1114049	Norton, Va., and Cumberland Gap, Tenn.	Louisville and Nashville R. R. Co.	71.17	88.07	7		
1114050	Vacant.						
1114051	Eagle Rock and Craig City.	Chesapeake and Ohio Rwy. Co.	26.98	42.75	12		
1114052	Covington and Hot Springs.	do.	25.00	64.13	17.50		
1114053	Roanoke, Va., and Winston-Salem, N. C.	Norfolk and Western Rwy. Co.	121.92	57.29	7.50		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
VIRGINIA—continued.											
114056	Washington, D. C., and Quantico Junction (n. o.), Va.	Washington Southern Rwy. Co.	Miles. 34.24	Dollars. 601.92	Dollars. 20,609.74	55.08	Miles. 34.24	Dollars. 140.00	Dollars. 4,793.60	2 lines 60 feet; 1 line 50 feet.	
114057	Elkton and Bridgewater.	Chesapeake and Western R. R. Co.	27.73	66.69	1,849.31	12					
114058	Vacant.										
114059	Harrisonburg and Lexington.	Baltimore and Ohio R. R. Co.	61.81	90.63	5,601.84	12.60					
114060	Interior and Big Stony Junction (n. o.).	Big Stony Rwy. Co.	11.01	42.75	470.67	6					
114061	Apalachia Junction (n. o.) and Stonega.	Interstate R. R. Co.	4.94	47.88	236.52	14					
114062	Vacant.		4,086.29		916,105.18				140,699.70		
WEST VIRGINIA.											
116001	Harpers Ferry and Brockett.	Baltimore and Ohio R. R. Co.	50.58	100.04	5,060.02	25.27					
116002	Grafton and Parkersburg	do.	103.70	79.84	77,758.40	30.88					
116003	Charleston and Clay	Charleston, Clendenin and Sutton R. R. Co.	51.33	46.32	2,326.27	6	103.10	150.00	15,465.00	3 lines 60 feet.	
116004	Pennsboro and Harrisville.	Pennsboro and Harrisville, Richie County Rwy. Co.	8.00	52.16	417.28	12					
116005	Edgington and Wheeling	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	23.98	191.52	4,592.64	37					
116006	Flatwoods and Sutton	Baltimore and Ohio R. R. Co.	6.05	50.45	305.22	12					
116007	Thomas and Davis	West Virginia Central and Pittsburg Rwy. Co.	6.45	47.88	308.82	26					
116008	Winfrede Junction (n. o.) and Winfrede	Winfrede R. R. Co.	4.73	42.75	202.20	15					
116009	Hendricks and Horton	Dry Fork R. R. Co.	31.28	42.75	1,337.22	6					
116010	Point Pleasant Junction (n. o.), Ohio, and Gauley Bridge, W. Va.	Kanawha and Michigan Rwy. Co.	95.72	89.78	8,563.74	15.54					
116011	Weston and Pickens	Baltimore and Ohio R. R. Co.	49.60	59.00	2,926.40	7.96					
116012	Grafton and Belington	do.	41.44	83.79	3,472.25	12					

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for trans- portation.	Lines of rail- way post-office cars author- ized.	Remarks.
WEST VIRGINIA—continued.											
116042	Grafton and Benwood Junction (n. o.).	Baltimore and Ohio R. R. Co.	Miles. 94.90	Dollars. 225.72	Dollars. 21,420.82	28		Dollars.			Agreement.
116043	Barboursville and Midkiff.	Chesapeake and Ohio Rwy. Co.	27.12		*1,159.38	6					
116044	Monroe and Mable.	Roaring Creek and Belington R. R. Co.	7.64	42.75	323.61	9.33					
116045	Parkersburg and Reedy Ripple.	Little Kanawha R. R. Co.	30.46	52.16	1,588.79	12					
116046	Belington and Weaver.	Belington and Beaver Creek R. R. Co.	6.50		186.00	6					
116047	New Martinsville and Adamston.	Baltimore and Ohio R. R. Co.	56.19		2,580.37	6					Do.
			1,609.32		225,028.38				15,760.00		Do.
NORTH CAROLINA.											
118001	Weldon and Raleigh.	Raleigh and Gaston R. R. Co.	96.20	173.55	17,272.71	14					Charlotte to Cayce.
118002	Weldon and State Line (n. o.).	Atlantic Coast Line R. R. Co.	172.67	846.28	59,792.16	16.63	172.60	100.00	17,280.00	2 lines 60 feet.	
118003	Wilmington and Hamlet.	Carolina Central R. R. Co.	110.15	67.55	7,440.63	7					
118004	Goldboro and Greensboro.	Southern Rwy. Co.	129.90	156.47	20,825.45	19.38					
118005	Goldboro and Morehead City.	Atlantic and North Carolina R. R. Co.	94.06	98.20	8,765.46	11.03					
118006	Salisbury, N. C., and Morris- town, Tenn.	Southern Rwy. Co.	228.72	190.67	43,610.04	14.10					Charlotte to Cayce.
118007	Charlotte, N. C., and Augus- ta, Ga.	do.	191.00	241.11	46,052.01	14.29	110.08	50.00	5,504.00	2 lines 40 feet.	
118008	Wilson and Wilmington.	Atlantic Coast Line R. R. Co.	108.80	150.48	16,285.98	14					
118009	Charlotte and Taylorsville.	Southern Rwy. Co.	64.58	70.11	4,527.70	11.25					
118010	Raleigh and Hamlet.	Raleigh and Augusta Air Line R. R. Co.	96.62	160.74	15,580.69	14					
118011	Mount Airy and Sanford.	Southern Rwy. Co.	180.69	78.66	10,280.07	10.02					4 lines 60 feet; 1 line 50 feet.
118012	Greensboro and North Wilkesboro.	do.	103.23	115.43	11,915.83	9.88					
118013	Danville Junction (n. o.). Va., and Charlotte, N. C.	do.	142.00	1,053.36	149,577.12	35.01	142.00	240.00	84,080.00		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NORTH CAROLINA—Cont'd.										
118048	Boardman, N. C., and Con- way, S. C.	Atlanta Coast Line R. R. Co.	Miles. 50.18	Dollars. 51.30	Dollars. 2,574.23	6			Dollars.		
118049	Charlotte, N. C., and At- lanta, Ga.	Southern Rwy. Co.	287.36	753.26	201,891.59	26.58	267.36	125.00	33,420.00	2 lines 60 feet; 1 line 40 feet.	
118050	Winston-Salem and Moores- ville.	do	55.15	51.30	2,823.19	6					
118051	Vacant.										
118052	Cheston, Tenn., and Hunts- dale, N. C.	Ohio River and Charleston Rwy. Co.	14.50		619.87	6					
118053	Parmelee and Washington.	Atlantic Coast Line R. R. Co.	25.97	73.53	1,908.57	12					
118054	Wilmington and Newbern.	do	87.97	48.74	4,287.65	6					
118055	Hallison and Star.	Durham and Charlotte R. R. Co.	17.89		764.79	6					
118056	Gumberry and Jackson.	Northampton and Hertford R. R. Co.	9.32	42.75	398.43	12					
118057	Gulf and Hallison.	Durham and Charlotte R. R. Co.	16.22	42.75	693.40	6					
118058	Hendersonville and Bre- vard.	Transylvania R. R. Co.	22.59	47.88	1,081.60	7					
118059	Portsmouth, Va., and Wel- don, N. C.	Seaboard and Roanoke R. R. Co.	78.69	117.99	9,294.63	14					
118060	Briscoe and Troy.	Aberdeen and Asheboro R. R. Co.	8.40	42.75	359.10	6					
118061	Aberdeen and Endon.	Aberdeen and Rockfish R. R. Co.	16.05	42.75	686.13	8.42					
118062	Junction (n. o.) and Rae- ford.	do	9.85	42.75	421.08	6					
118063	Ahoskie and Windsor.	Wellington and Powellville R. R. Co.	24.25	42.75	1,066.68	6					
118064	Sandford and Wilmington.	Atlantic Coast Line R. R. Co.	118.66	72.68	8,624.20	7.89					
118065	Monroe and Rutherfordton.	Carolina Central R. R. Co.	105.64	88.07	9,303.71	8.63					
118066	Apex and Angier.	Cape Fear and Northern Rwy. Co.	20.26	42.75	866.11	6					
118067	Suffolk, Va., and Tynet. N. C.	Suffolk and Carolina R. R. Co.	38.32	42.75	1,638.17	6					
118068	Norfolk, Va., and Edenton, N. C.	Norfolk and Southern R. R. Co.	74.74	117.14	8,755.04	9					

Do.

Agreement.

No.	Route	Length	Width	Area	Notes
118069	Raleigh and Fuquay Springs.	21.07	500.00	6	Do.
118070	Raeford and Rockfish	13.00	350.00	6	Do.
118071	Troy and Mount Gilead	14.58	623.29	6	Do.
118072	Brevard and Toxaway	9.94	424.98	6	Do.
118073	Tarboro and Farmville	25.91	777.30	6	Do.
118074	Westend and Jackson Springs	4.16	177.84	6	Do.
118075	Cranberry and Seaghaw	13.17	563.01	6	Do.
118076	Lumberton, N. C. and Marion, S. C.	41.23	1,762.58	6	Do.
118077	Plymouth and Washington, R. R. Co.	33.77	1,443.66	6	Do.
SOUTH CAROLINA.					
120001	Columbia and Greenville	143.50	13,986.94	11.92	Peedee and Florence.
120002	Wilmington, N. C. and Columbia, S. C.	192.30	28,279.63	23.98	
120003	Columbia and Charleston	129.60	135.95	17,619.12	Agreement.
120004	Charleston, S. C. and Savannah, Ga.	113.54	265.05	30,093.77	
120005	Florence and Charleston	102.45	289.85	29,695.13	Agreement.
120006	Lockhart and Olney	14.09	407.51	6	
120007	Bowman and Branchville, R. R. Co.	11.25	42.75	490.93	Agreement.
120008	Anderson and Walhalla	34.47	66.69	2,298.80	
120009	Hodges and Abbeville	11.90	42.75	508.72	Do.
120010	Port Royal, S. C. and Augusta, Ga.	112.18	59.00	6,618.62	
120011	Asheville, N. C. and Alston, S. C.	137.52	117.99	16,225.98	Do.
120012	Cheraw and Camden	55.93	2,391.00	6	
120013	Chester and Lancaster	29.55	47.88	1,414.85	Do.
120014	Wadesboro, N. C. and Florence, S. C.	66.23	57.29	3,797.18	
120015	Lane and Sumter	40.55	97.47	3,952.40	Do.
120016	Belton and Anderson	10.12	64.13	648.99	
120017	Branchville, S. C. and Augusta, Ga.	75.14	134.24	10,086.79	Do.
120018	Kingsville and Camden	38.14	63.27	2,413.11	
120019	Ehrhardt and Greenpond	37.68	42.75	1,610.82	Do.
120020	Lane and Georgetown	36.67	61.56	2,257.40	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
		SOUTH CAROLINA—cont'd.									
120021	Spartanburg, S. C., and Au- gusta, Ga.	Charleston and Western Carolina Rwy. Co.	131.30	87.21	11,450.67	8.96					
120022	Creston and Piquinalls.	Atlantic Coast Line R. R. Co.	41.30	48.74	2,012.96	6					
120023	McCormick and Anderson.	Charleston and Western Carolina Rwy. Co.	58.58	47.08	2,765.01	6					
120024	Laurens and Greenville.	do	36.73	72.68	2,669.53	14					
120025	Camden and Columbia.	Southbound R. R. Co.	33.92	33.92	1,450.08	6					
120026	Perry and Allendale.	Southern Rwy. Co.	45.92	216.82	9,983.41	14					
120027	Batesburg and Perry.	do	25.45	42.75	1,067.98	6	45.76	50	2,288.00	2 lines 40 feet.	Agreement.
120028	Ravenels and Young Island.	Savannah, Florida and Western Rwy. Co.	5.88	42.75	249.23	12					
120029	Elliott and Lucknow.	Atlantic Coast Line R. R. Co.	17.90	42.75	765.22	6					
120030	State Line (n. o.) and Pee- dee.	do	24.67	317.21	7,825.57	14	24.50	100.00	2,450.00	2 lines 60 feet.	
120031	Alken and Edgefield.	Southern Rwy. Co.	25.02	51.90	1,288.52	13					
120032	Wilson and Millards (n. o.).	Northwestern R. R. Co. of S. C.	16.50	42.75	706.37	6					
120033	Floyds (n. o.) and Harts- ville.	Atlantic Coast Line R. R. Co.	10.12	42.75	432.63	6					
120034	Pickens and Easley.	Pickens R. R. Co.	9.32	42.75	398.43	12					
120035	Cayce and Perry.	Southern Rwy. Co.	31.29	218.03	6,822.15	14	31.06	50.00	1,583.00	2 lines 40 feet.	Do.
120036	Ferguson and Eutawville.	Atlantic Coast Line R. R. Co.	6.49	86.36	277.44	6					
120037	Columbia and Laurens.	Columbia, Newberry and Laurens R. R. Co.	75.30	86.36	6,502.90	10, 44					
120038	Sumter and Robbins.	do	99.47	137.66	13,688.04	7					
120039	Robbins, S. C., and Augusta, Ga.	do	28.81	82.08	2,364.72	7					
120040	Hardenville, S. C., and Sa- vannah, Ga.	Southern Rwy. Co.	28.53	93.20	2,192.99	14	23.29	50.00	1,164.50	2 lines 40 feet.	Lap service over route 120010.
120041	Columbia, S. C., and Jack- sonville, Fla.	Florida Central and Penin- sular R. R. Co.	280.77	163.31	45,852.54	14, 30	280.77	25.00	7,019.25	1 line 40 feet.	Lap service over route 120004.
120042	Latta and Glen.	Atlantic Coast Line R. R. Co.	20.29	42.75	867.39	6					
120043	Robbins and Glenn Springs.	Atlantic Coast Line R. R. Co.	10.10	42.75	431.27	6					
120044	Allendale and Hartsville.	South Rwy. Co.	52.80	153.17	8,972.29	14	52.00	50.00	2,600.00	2 lines 40 feet.	
120045	Gibson, N. C., and Sumter, S. C.	Atlantic Coast Line R. R. Co.	75.45	54.72	4,128.62	9.33					
120046	Sumter and St. Paul.	Northwestern R. R. Co. of S. C.	25.07	42.75	1,071.74	6					

120047	Cheraw and Euby	Chertsefield and Lancaster R. R. Co.	21.27	505.39	6				Do.
120048	Sumter and Camden	Northwestern R. R. Co. of S. C.	30.00	900.00	6				Do.
	GEORGIA.		2,655.56	311,690.28				37,647.95	
121001	Heartpine and Quitman	South Georgia Rwy. Co.	28.49	1,217.94	6				
121002	Atlanta, Ga., and Chattan- ooga, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	136.82	44,570.48	21.89				
121008	Atlanta, Ga., and Mont- gomery, Ala.	Western Rwy. of Alabama ..	171.61	82,166.86	21				
121009	Argus and Atlanta	Georgia R. R. Co.	171.00	33,627.15	21.21				
121004	Millen and Augusta	Central of Georgia Rwy. Co.	138.52	4,118.36	21				
121006	Washington and Barnet	Georgia R. R. Co.	17.62	1,114.81	21				
121007	Union Point and Athens	do	38.96	2,964.09	14				
121008	Kingston and Rome	Nashville, Chattanooga and St. Louis Rwy.	18.04	832.90	14				
121009	Savannah, Ga., and Jack- sonville, Fla.	Savannah, Florida and West- ern Rwy. Co.	171.90	57,173.94	47.70				Savannah and Jemp. Jemp and Jackson- ville.
121010	Savannah and Macon	Central of Georgia Rwy. Co.	190.75	26,094.60	15.90				
121011	Fort Valley and Columbus	do	71.11	6,992.24	14				
121012	Macon and Atlanta	do	265.50	38,676.00	24				
121013	Atlanta and Brunswick	Southern Rwy. Co.	104.00	58,773.97	20.87				
121014	Statesboro and Stillmore	Central of Georgia Rwy. Co.	29.01	1,240.17	6				Atlanta and Jemp. Agreement.
121015	Tennille and Hawkinsville	Wrightsville and Tennille R. R. Co.	76.86	4,600.07	14				
121016	Macon, Ga., and Montgom- ery, Ala.	Central of Georgia Rwy. Co.	223.30	32,838.49	17.51				Macon and Smith ville.
121017	Fort Valley and Perry	do	12.98	554.89	12				
121018	Waycross and Bainbridge	Savannah, Florida and West- ern Rwy. Co.	141.10	24,490.72	18.61				
121019	Barnesville and Thomaston	Central of Georgia Rwy. Co.	16.61	710.07	12				
121020	Cartersville, Ga., and Pell City, Ala.	East and West R. R. Co.	117.09	6,607.38	9.04				
121021	Camack and Macon	Georgia R. R. Co.	78.02	7,404.88	21				
121022	Griffin and Carrollton	Central of Georgia Rwy. Co.	58.74	3,218.19	6				
121023	Brunswick and Albany	Savannah, Florida and West- ern Rwy. Co.	170.87	13,782.82	14				
121024	Columbus and Greenville	Central of Georgia Rwy. Co.	50.23	2,276.42	7				
121025	Athens and Lula	Southern Rwy. Co.	39.52	2,737.15	14				
121026	Toccoa and Elberton	do	51.12	3,496.60	13				
121027	Fitzgerald and Tifton	Tifton and Northeastern R. R. Co.	25.61	1,510.99	13				
121028	Wadley and Louisville	Louisville and Wadley R. R. Co.	10.63	454.43	12				
121029	Hartwell and Bowersville	T. J. Linder, Lessee Hartwell Rwy.	10.18	435.19	12				

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. Miles.	Pay per mile for trans- por- tation.	Annual rate of pay for trans- por- tation.	Aver- age num- ber of trips per week.	Author- ized mili- age, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	GEORGIA—continued.			Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
121080	Murphy, N. C., and Mari- etta, Ga.	Atlanta, Knoxville and Northern Rwy. Co.	107.58	83.79	9,009.98	7	.....	.....	.....	.....
121081	Albany and Thomasville...	Savannah, Florida and West- ern Rwy. Co.	59.04	70.11	4,139.29	8.47	.....	.....	.....	.....
121082	Collins and Reidsville.....	Collins and Reidsville R. R. Co.	7.25	42.75	309.93	12	.....	.....	.....	.....
121083	Talbotton and Bostick (n.o.) Gainesville and Social Cir- cle.	Talbotton R. R. Co..... Gainesville, Jefferson and Southern R. R. Co.	7.25 51.71	42.75 55.56	309.93 2,874.04	14 13.28	.....	.....	.....	.....
121085	Chamblee and Roswell.....	Southern Rwy. Co.....	11.38	42.75	486.49	12	.....	.....	.....	.....
121086	Dupont, Ga., and Lakeland, Fla.	Savannah, Florida and West- ern Rwy. Co.	233.43	101.75	23,751.50	7.35	.....	.....	.....	.....
121087	Albany and Cordele.....	Albany and Northern Rwy. Co.	35.46	45.32	1,607.95	14	.....	.....	.....	.....
121088	Cockran and Hawkinsville.	Southern Rwy. Co.....	10.53	46.17	486.17	14	.....	.....	.....	.....
121089	Smithville, Ga., and Colum- bus, Ala.	Central of Georgia Rwy. Co.. Southern Rwy. Co.	86.26	83.79	7,227.72	8.91	.....	.....	.....	.....
121090	Offerman and Nicholls.....	Offerman and Western R. R. Co.	35.44	.....	800.00	6	.....	.....	.....	.....	Agreement.
121091	Cuthbert and Fort Gaines..	Central of Georgia Rwy. Co.. Southern Rwy. Co.	23.31 168.94	44.46 297.54	1,035.95 50,285.40	7 15.89	.....	.....	.....	.....
121093	Cornelia and Tallulah Falls	Tallulah Falls Rwy. Co.....	20.90	47.88	1,000.69	7	.....	.....	.....	.....
121094	Climax, Ga., and River Junction, Fla.	Savannah, Florida and West- ern Rwy. Co.	30.51	64.13	1,956.60	7	.....	.....	.....	.....
121095	Belmont and Jefferson.....	Gainesville, Jefferson and Southern R. R. Co.	13.26	43.61	578.26	12	.....	.....	.....	.....
121096	Sylvania and Rockford.....	Sylvania R. R. Co.....	14.68	47.03	699.80	12	.....	.....	.....	.....
121097	Americus and Columbus.....	Central of Georgia Rwy. Co.. Augusta Southern R. R. Co.	64.14 88.75	45.74 55.01	3,126.15 4,489.58	7 13	.....	.....	.....	.....
121099	Tifton and Thomasville.....	Tifton, Thomasville and Gulf Rwy. Co.	55.80	.....	2,855.45	6	.....	.....	.....	.....
12108.	Savannah and Milledge.	Georgia and Alabama Rwy.. Southern Rwy. Co.	17.62	.....	753.25	6	.....	.....	.....	.....	Do.
121061	Columbus and McDonough.	Southern Rwy. Co.....	97.90	190.32	12,607.27	14	.....	.....	.....	.....	Do.
121062	Athens and Macon.....	Central of Georgia Rwy. Co.. Midville, Swainsboro and Red Bluff R. R. Co.	105.21 17.95	59.89 42.75	6,286.61 768.55	7 6	.....	.....	.....	.....

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
GEORGIA—continued.											
121085	Stillmore and Brewton.	Central of Georgia Rwy. Co.	Miles. 38.62	Dollars. 42.75	Dollars. 1,646.73	6	Miles.	Dollars.			
121086	Jacksonville, Fla., and Val- dosta, Ga.	Atlantic, Valdosta and West- ern Rwy. Co.	110.60	62.42	6,903.66	7					
121087	Sandersville and Tennille.	Sandersville R. R. Co.	4.21	42.75	179.97	9.50					
121088	Doerun and Pidcock.	Georgia Northern Rwy. Co.	45.14	45.32	2,045.75	11.06					
121089	Statesboro and Cuyler (n. o.).	Savannah and Statesboro of Georgia.	33.04	47.08	1,553.87	14					
121090	Lawrenceville and Logans- ville.	Georgia, Carolina and North- ern Rwy. Co.	10.91	42.75	466.40	12					
121091	Vacant.	Hawkinsville and Florida	44.20		1,828.00	6					Agreement.
121092	Hawkinsville and Worth.	Southern Rwy Co.			72,893.55						
FLORIDA.											
122001	Fernandina and Tampa.	Florida Central and Penin- sular R. R. Co.	244.28	104.65	25,563.90	12.65					All land grant.
122002	Florida, Ala., and Crest- view, Fla.	Yellow River R. R. Co.	26.50	42.75	1,132.87	6					
122003	Pensacola, Fla., and Flom- ston, Ala.	Lonsdale and Nashville R. R. Co.	44.17	105.83	4,652.42	14					Do.
122004	Jacksonville, Tampa, and Key West Junction (n. o.).	Florida East Coast Rwy. Co.	28.09	42.75	1,200.84	14					
122005	Pensacola and Milview.	Pensacola and Perdido R. R. Co.	7.31	42.75	312.50	6					
122006	Jacksonville and River Junction.	Florida Central and Penin- sular R. R. Co.	208.67	109.44	22,836.84	14.31					Do.
122007	Saunder and Port Tampa.	Savannah, Florida and Western Rwy. Co.	124.04	138.23	23,968.24	14	124.00	40.00	4,960.00	1 line 50 feet.	
122008	Astor and Leesburg.	St. Johns and Lake Eustis R. R. Co.	39.45	42.75	1,686.48	6					
122009	Thonotosassa and Tampa.	Savannah, Florida and West- ern Rwy. Co.	14.74	42.75	630.13	6					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1908—Continued.

Num- ber of route	State and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion. <i>Dollars.</i>	Annual rate of pay for trans- porta- tion. <i>Dollars.</i>	Aver- age num- ber of post- office cars per week.	Author- ized mille- age, railway post- office cars. <i>Miles.</i>	Pay per mile for railway post- office cars. <i>Dollars.</i>	Annual rate of pay for rail- way post- office cars. <i>Dollars.</i>	Lines of rail- way post-office cars author- ized.	Remarks.
FLORIDA—continued.											
123040	Drifton and Monticello.....	Florida Central and Penin- sular R. R. Co.	4.76	48.74	232.00	14	.....	.....	.....	.....	.....
123041	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
123042	Palatka and San Mateo.....	Florida East Coast Rwy. Co.	7.67	42.75	327.89	14.83	.....	.....	.....	.....	.....
123043	Fitzgerald and Brookville.....	Florida Southern R. R. Co....	10.68	42.75	456.57	14	.....	.....	.....	.....	.....
123044	Trilby and St. Petersburg ..	Sanford and St. Petersburg R. R. Co.	75.75	85.50	6,476.62	9.43	.....	.....	.....	.....	.....
123045	Tallahassee and Apalachicola.	Carrabelle, Tallahassee and Georgia R. R. Co.	79.18	49.59	3,925.53	7	.....	.....	.....	.....	.....
123046	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
123047	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
123048	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
123049	Liveoak and Luraville.....	Liveoak and Gulf Rwy. Co..	17.73	42.75	757.95	6	.....	.....	.....	.....	.....
123049	Gainesville and High Springs.	Savannah, Florida and Western Rwy. Co.	23.88	50.45	1,204.74	7	.....	.....	.....	.....	.....
123050	Gainesville and Fairfield...	Gainesville and Gulf Rwy. Co.	28.45	42.75	1,216.23	6	.....	.....	.....	.....	.....
123051	Stark and Alachua.....	Florida Central and Penin- sular R. R. Co.	27.37	42.75	1,170.06	6	.....	.....	.....	.....	.....
123052	Wetliake and Ellaville.....	Ellaville, Wetliake and Jen- nings R. R. Co.	10.00	42.75	427.50	6	.....	.....	.....	.....	.....
123053	West Palm Beach Junction (n. o.) and Miami.	Florida East Coast Rwy. Co..	66.96	151.34	10,186.75	7	.....	32.50	2,159.30	† line 50 feet; ‡ line 40 feet.	.....
				2,531.36	262,973.12	.....	66.44	.....	21,873.57	.....	.....
ALABAMA.											
124001	Dothan and Coffee Springs.	Central of Georgia Rwy. Co..	40.13	.....	1,100.00	6	.....	.....	.....	.....	Agreement.
124002	Montgomery and Selma.....	Western Rwy. of Alabama ..	46.74	85.52	4,156.12	14	.....	.....	.....	.....	.....
124003	Westpoint, Ga., and Jeter, Ala.	Chattahoochee Valley R. R. Co.	16.47	42.75	704.09	15	.....	.....	.....	.....	.....
124004	Montgomery, Ala., and Ar- cadia, Miss.	Mobile and Ohio R. R. Co....	131.25	70.11	12,707.43	8	.....	.....	.....	.....	.....
124005	(Chattanooga, Tenn., and Stevenson, Ala., and Mem- phis, Tenn.)	Southern Rwy. Co.....	38.40	55.57	.....	.....	.....	.....	.....	.....	Lap service, over 127004.
				172.71	49,076.45	18.03	.....	.....	.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
ALABAMA—continued.											
124031	Nadawah and Camden.....	Louisville and Nashville R. R. Co.	17.35	Dollars. 60.71	Dollars. 741.71	6	Miles.	Dollars.	Dollars.		Agreement.
124032	Elora, Tenn., and Gadsden, Ala.	Nashville, Chattanooga and St. Louis Rwy.	99.83	60.71	6,060.68	8.16					
124033	Rome, Ga., and Attalla, Ala.	Southern Rwy. Co.	63.82	61.56	3,928.76	7					
124034	Mobile and Bridges {Bridges and Selma.....}	do	149.80 12.80	86.36 35.91	13,388.18	7					Lap service over 124009.
124035	Attalla and Calera.....	Louisville and Nashville R. R. Co.	119.81	58.14	6,965.76	7					Agreement.
124036	Oneonta and Birmingham.....	do	36.91	42.75	1,577.91	6					
124037	Birmingham and Lopez.....	do	57.27	64.96	3,721.40	12.47					
124038	Riverton and Riverton Junction (n.o.).	Northern Alabama Rwy. Co.	11.19	42.75	478.87	6					
124039	Mobile and Bayou La- batre.	Mobile and Bay Shore Rwy. Co.	38.50		1,000.00	6					Agreement.
124040	Treddegar Junction (n. o.) and Jacksonville.	East and West R. R. Co.	4.07	42.75	173.99	13					
124041	Mobile, Ala., and Merrill, Miss.	Mobile, Jackson and Kan- sas City R. R. Co.	50.80	42.75	2,171.70	6					
124042	Grimes and Abbeville.....	Abbeville Southern Rwy. Co.	27.70	42.75	1,184.17	6					Do.
124043	Toccoa (n. o.) and Ardela Junction (n.o.).	Louisville and Nashville R. R. Co.	21.27	42.75	909.29	6					
124044	Prattville Junction (n. o.) and Prattville.	do	10.83	42.75	441.60	12					Do.
124045	Cardiff and Blossburg.....	Southern Rwy. Co.	2.81	42.75	120.12	14					
124046	North Alabama Junction (n. o.) and Seale.	Louisiana and Nashville R. R. Co.	3.10	42.75	132.52	6					
124047	Vacant.	Lafayette Rwy. Co.	22.17	42.75	947.76	14					
124048	Lafayette and Opelika.....	do		42.75							
124049	Vacant.	Louisville and Nashville R. R. Co.	78.09	42.75	3,888.84	6					Agreement on part Andalusia to Geneva. Agreement.
124050	Georgiana and Geneva.....	do		42.75							
124051	Jasper and Parish.....	Northern Alabama Rwy. Co.	9.75		416.81	6					
					379,495.01						
					3,213.57						
					39,211.00						

C.—Railroad mail service and railway post-office cars as in operation June 30, 1909—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
MISSISSIPPI—continued.											
126027	Lamont and Rex.....	Yazoo and Mississippi Valley R. R. Co.	Miles. 3.22	Dollars. 42.75	Dollars. 137.55	7		Dollars.			
126028	Tutwiler and Ruleville.....	do	21.08	42.75	925.82	7					
126029	Moorehead and Isola.....	do	15.48	42.75	661.77	7					
126030	Jackson and Mount Olive.....	Gulf and Ship Island R. R. Co.	53.70	42.75	2,295.67	6					
126031	Laurel and Saratoga.....	do	41.11		1,233.30	6					
126032	Isola and Belzona.....	Yazoo and Mississippi Valley R. R. Co.	8.96		383.89	6					Agreement.
126033	Dockery and Rosedale.....	do	32.67		980.10	6					Do.
											Do.
			3,523.63		486,320.33				48,495.20		
TENNESSEE.											
127001	Nashville and Lebanon.....	Nashville, Chattanooga and St. Louis Rwy.	31.51	123.12	3,879.51	12					
127002	Bristol and Chattanooga.....	Southern Rwy. Co.	242.12	244.53	59,205.80	25.04	241.84	50.00	12,092.00	2 lines 40 feet.	
127003	Rogersville and Bulls Gap.....	do	16.27	387.73	6,406.88	6				1 line 60 feet and 1 line 50 feet.	
127004	Nashville and Chattanooga.....	Nashville, Chattanooga and St. Louis Rwy.	151.15		51,047.88	22.15	151.15	90.00	13,608.50		
127005	Bristol and Fishdam.....	Holston Valley Rwy. Co.	13.42	42.75	573.69	6					
127006	Nashville, Tenn., and Decatur, Ala., and Decatur and Montgomery, Ala.	Louisville and Nashville R. R. Co.	121.56	241.97	64,724.90	18.90	303.98	40.00	12,159.20	1 line 50 feet.	Land grant, 182.42 miles.
127007	Nashville, Tenn., and Hickman, Ky.	Nashville, Chattanooga and St. Louis Rwy.	167.61	160.74	26,941.68	20.63					
127008	Felico and Knoxville.....	Southern Rwy. Co.	65.48	126.80	8,957.66	15.21					
127009	Bristol and Elizabethton.....	Virginia and Southwestern Rwy. Co.	24.80	42.75	1,060.20	6					
27010	Tracy City and Cowan.....	Nashville, Chattanooga and St. Louis Rwy.	20.00	49.59	991.80	24					
127011	Cookeviah, Tenn., and Austell, Ga.	Southern Rwy. Co.	119.77	198.22	25,408.67	22.85					Lap service on 121042.
			18.80	82.08							

C.—*Inter-trail mail service and railway post-office cars as in operation June 30, 1903*—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of tripe per week.	Author- ized mileage, railway post- office cars. Miles.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
TENNESSEE—continued.											
127042	Vanleer and Cumberland Furnace.	Louisville and Nashville R. R. Co.	6.06	42.75	259.06	12					
127048	Vacant.										
127044	Vacant.										
127045	Vacant.										
127046	Harriman and Petros.	Harriman and Northern R. R. Co.	19.24	42.75	822.51	13					
			2,382.14		315,928.99				37,854.70		
KENTUCKY.											
129001	Elkton and Guthrie.	Louisville and Nashville R. R. Co.	12.12	59.00	715.08	17.77					
129002	Cincinnati, Ohio, and Liv- ingston, Ky.	do	154.75	155.61	24,080.64	17.88					
129003	Lexington and Lagrange.	do	67.10	86.86	5,794.75	15.40					
129004	Cincinnati, Ohio, and Nash- ville, Tenn.	do	298.64	458.28	136,880.73	84.31	287.91	125.00		2 lines 40 feet; 1 line 40 feet; 2 lines 40 feet; 1 line 40 feet; 2 lines 40 feet.	Cincinnati and Edge- field. Edgefield and Nash- ville.
129005	Richardson and Peach Orchard.	Chesapeake and Ohio Rwy. Co.	3.06	42.75	130.81	6					
129006	Bardonia Junction and Springfield.	Louisville and Nashville R. R. Co.	37.84	68.40	2,554.05	12					
129007	Lebanon Junction, Ky., and Jalisco, Tenn.	do	171.39	153.90	26,376.92	15.05					
129008	Bowling Green, Ky., and Memphis, Tenn.	do	263.59	258.21	68,061.58	17.98	283.59	55.00	14,497.45	1 line 45 feet, and 1 line 40 feet.	
129009	Louisville and Fulton.	Illinois Central R. R. Co.	272.86	205.91	56,457.46	24.07					
129010	Cecilian and Hodgenville.	do	17.49	43.61	762.73	12					
129011	Glasgow Junction and Glas- gow.	Louisville and Nashville R. R. Co.	10.99	77.81	855.13	13					
129012	Shelbyville and Anchorage	do	19.61	42.75	838.32	9					
129013	Greenup and Webbville.	Eastern Kentucky Rwy Co.	35.41	53.01	1,980.05	6.73					
129014	Owensboro and Adairville.	Louisville and Nashville R. R. Co.	85.65	66.69	5,726.33	7.99					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route. <i>Mile.</i>	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
KENTUCKY—continued.											
129041	Frankfort and Paris.....	Frankfort and Cincinnati Rwy. Co.	41.62	<i>Dollars.</i> 49.69	<i>Dollars.</i> 2,063.98	10.32	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i> .....	.....	.....
129042	Owensboro and Horse Branch.	Illinois Central R. R. Co.	41.97	61.56	2,583.67	13	.....	.....	.....	.....	.....
129043	Lawrenceburg and Burgin.	Southern Rwy. Co. in Ken- tucky.	26.39	64.69	1,769.94	12	.....	.....	.....	.....	.....
129044	Irvington and Fordsville ..	Louisville, Henderson and St. Louis Rwy. Co.	41.27	56.43	2,328.86	13.50	.....	.....	.....	.....	.....
129045	Lexington and Jackson....	Lexington and Eastern Rwy. Co.	93.87	77.81	7,304.02	12	.....	.....	.....	.....	.....
129046	Dempster Junction (n. o.) and Falls of Rough.	Louisville, Henderson and St. Louis Rwy. Co.	4.65	42.75	196.78	13	.....	.....	.....	.....	.....
129047	Paducah, Ky., and Mem- phis, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	228.88	76.10	17,417.76	8.46	.....	.....	.....	.....	.....
129048	Versailles and Irvine.....	Louisville and Atlantic R. R. Co.	61.74	59.85	3,696.13	8.61	.....	.....	.....	.....	.....
129049	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129050	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129051	Garrison and Carter.....	Chesapeake and Ohio Rwy. Co.	19.93	42.75	852.00	6	.....	.....	.....	.....	.....
129052	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129053	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129054	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129055	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129056	Jellico, Tenn., and Halsey, Ky.	Jellico, Bird Eye and North- ern Rwy. Co.	7.50	42.75	320.62	7	.....	.....	.....	.....	.....
129057	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129058	Beattyville and Beattyville Junction (n. o.).	Louisville and Atlantic R. R. Co.	6.00	42.75	256.50	12	.....	.....	.....	.....	.....
129059	Evansville, Ind., and Edge- field, Tenn.	Louisville and Nashville R. R. Co.	146.42	339.44	49,700.80	25.71	146.40	65.00	9,516.00	1 line 60 feet; 1 line 40 feet.	.....
					708,735.52						
					3,784.92						
					110,351.90						

OHIO.		Baltimore and Ohio R. R. Co.	190.95	286.43	54,698.80	27.54	190.70 175.27	50.00 300.00	9,585.00	2 lines 40 feet. 6 lines 60 feet. 2 lines 40 feet. 5 lines 60 feet. 1 line 40 feet.	Pittsburg, Pa., and Mansfield, Ohio, Mansfield, Ohio, and Chicago, Ill.
131001	Bellaire and Chicago.....	Baltimore and Ohio R. R. Co.	190.95	286.43	54,698.80	27.54	190.70 175.27	50.00 300.00	9,585.00	2 lines 40 feet. 6 lines 60 feet. 2 lines 40 feet. 5 lines 60 feet. 1 line 40 feet.	Pittsburg, Pa., and Mansfield, Ohio, Mansfield, Ohio, and Chicago, Ill.
131002	Pittsburg, Pa., and Chicago, Ill.	Pennsylvania Co.....	468.32	1,026.86	490,899.07	40.62	298.05	275.00	138,169.75	2 lines 40 feet. 6 lines 60 feet. 2 lines 40 feet. 5 lines 60 feet. 1 line 40 feet.	Pittsburg, Pa., and Mansfield, Ohio, Mansfield, Ohio, and Chicago, Ill.
131003	Wellsville and Bellaire.....	do.....	46.99	122.11	6,066.87	27					
131004	Hudson and Columbus.....	Cleveland, Akron and Co- lumbus Rwy. Co.	144.61	137.66	19,907.01	16.17					
131005	Cleveland and Leavittsburg	Erie R. R. Co.....	50.05	285.05	13,265.75	34	50.00	25.00	1,250.00	1 line 40 feet..	
131006	Pittsburg, Pa., and Cleve- land, Ohio	Pennsylvania Co.....	149.28	256.66	38,163.43	23.06					
131007	Elyria and Millbury.....	Lake Shore and Michigan Southern Rwy Co.	75.01	2,459.84	184,512.59	37.33	74.15	400.00	29,660.00	8 lines 60 feet.	
131008	Bayard and New Philadel- phia.	Pennsylvania Co.....	32.48	79.52	2,582.80	12					
131009	Cleveland and Coochton ..	Wheeling and Lake Erie R. R. Co.	115.13	96.62	11,123.86	16.65					
131010	Sandusky and Chicago.....	Baltimore and Ohio R. R. Co.	28.79	99.18	2,855.39	13					
131011	Xenia, Ohio, and Rich- mond, Ind.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	57.54	319.77	18,399.56	30.14	57.54	125.00	7,192.50	2 lines 60 feet; 1 line 40 feet.	Cleveland to Gallon.
131012	Springfield and Sandusky..	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	131.15	100.89	13,231.72	9.93					
131013	Cleveland and Cincinnati..	do.....	263.31	569.43	149,936.61	38.32	79.86	315.00	57,255.65	6 lines 60 feet; 1 line 50 feet; 1 line 40 feet; 3 lines 60 feet; 1 line 40 feet; 1 line 40 feet; 4 lines 60 feet; 1 line 40 feet; 2 lines 60 feet.	Gallon and Cincin- nati. Columbus and Xenia, Xenia and Cincin- nati. Columbus, Ohio, and Richmond, Ind. Richmond, Ind. Cincinnati, Ind. Gallon, Ohio, and In- dianapolis, Ind. Indianapolis, Ind. Indianapolis, Ind. Granite and East St. Louis, Ill.
131014	Columbus and Cincinnati..	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy Co.	119.62	495.90	59,319.55	37.65	188.45	175.00	225.00	18,827.00	
131015	Columbus, Ohio, and Indi- anapolis, Ind.	do.....	187.86	1,102.95	207,200.18	31.05	54.92	225.00	100.00	64,884.25	
131016	Gallon, Ohio, and East St. Louis, Ill.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	465.32	326.61	151,978.16	26.23	119.65	300.00	425.00	60,649.80	
131017	Blanchester and Hillsboro.	Baltimore and Ohio South- western R. R. Co.	21.97	79.52	1,747.06	21.50	68.21	425.00	140.00	25.00	
131018	Portsmouth and Hamden junction.	do.....	56.36	54.72	3,084.01	12	208.52	140.00	125.00		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage for post- office cars.	Pay per mile for post- office cars.	Annual rate of pay for post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	OHIO—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
131019	Toledo, Ohio, and East St. Louis, Ill.	Wabash R. R. Co.	433.28	506.16	219,309.00	30.23	8.75 79.29 62.15 52.99 230.20	165.00 140.00 215.00 215.00 240.00	92,520.94	24 lines 60 feet; 1 line 50 feet; 2 lines 60 feet; 34 lines 60 feet; 34 lines 60 feet; 1 line 50 feet; 34 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	Toledo and Maumee. Maumee and New Haven. New Haven and Peru. Peru and Lafayette. Lafayette and East St. Louis.
131020	Sandusky, Ohio, and Peoria, Ill.	Lake Erie and Western R. R. Co.	415.46	94.91	39,431.30	14.98					
131021	Carey and Findlay	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	15.82	42.75	676.30	15					
131022	Dayton, Ohio, and Union City, Ind.	Dayton and Union R. R. Co.	47.32	86.78	4,248.38	19					
131023	Toledo and Dayton	Cincinnati, Hamilton and Dayton Rwy. Co.	142.60	312.93	44,623.81	32.49	142.60	115.00	16,399.00	1 line 60 feet; 1 line 50 feet; 1 line 60 feet; 1 line 40 feet; 2 lines 40 feet.	Dayton to Hamilton.
131024	Hamilton, Ohio, and In- dianapolis, Ind.	.....do	99.20	309.51	30,708.39	34.69	99.20	75.00	7,440.00	1 line 60 feet; 1 line 40 feet.	
131025	Cincinnati, Ohio, and Chi- cago, Ill.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	300.41	242.82	72,945.55	29.03	300.41	50.00	15,020.50	1 line 60 feet; 1 line 50 feet; 2 lines 40 feet.	Dayton to Cincinnati.
131026	Dayton and Cincinnati	Cincinnati, Hamilton and Dayton Rwy. Co.	59.09	399.03	22,997.78	63.50	33.70 25.39	115.00 190.00	8,699.60	1 line 60 feet; 1 line 40 feet; 2 lines 60 feet; 1 line 50 feet; 2 lines 40 feet.	Dayton to Cincinnati.
131027	Xenia and Springfield	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	19.31	147.92	2,856.33	17					
131028	Parkersburg, W. Va., and Cincinnati, Ohio.	Baltimore and Ohio South- western R. R. Co.	195.61	660.06	129,114.33	30.66	195.61	150.00	29,295.00	3 lines 60 feet.	
131029	Morrow and Trinway	Cincinnati and Muskingum Valley R. R. Co.	148.66	95.76	14,255.68	13.74					

131080	Detroit and Dundee, Mich. Dundee and Tecumseh, Mich. Tecumseh, Mich., and Lima, Ohio.	Detroit Southern Rwy. Co.	43.40 15.70	64.98 23.09	9,809.98	7.45			15.70 miles lap over 137019.
131081	Lima and Columbus Junction (n. o.). Ashland and Custaloga (n. o.).	Ashland and Wooster Rwy. Co.	21.34	912.23	6				14.80 miles lap over 131122. Agreement
131082	Pittsburg, Pa., and Columbus, Ohio.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	190.77	1,494.54	285,113.39	54.19	190.77	525.00	100,154.25
131083	Dundas and Jackson.	Hocking Valley Rwy. Co.	17.85	45.32	908.96	19.12	162.80	50.00	10 lines 60 feet; 1 line 40 feet.
131084	Salamanca, N. Y., and Dayton, Ohio.	Erie R. R. Co.	400.00	206.62	88,448.00	25.04	17.20	75.00	1 line 60 feet; 1 line 40 feet.
131085	Coshocton and Zanesville.	Wheeling and Lake Erie R. Co.	80.14		1,000.00	6	196.80	50.00	Salamanca and Youngstown. Youngstown and Leavittsburg. Leavittsburg and Marion Junction (n. o.). Agreement.
131086	Columbus and Athens.	Hocking Valley Rwy. Co.	76.62	148.77	11,898.75	18.99			
131087	Niles and Lisbon.	Erie R. R. Co.	34.02	76.10	2,688.92	12			
131088	Newark and Shawnee.	Baltimore and Ohio R. R. Co.	43.99	57.29	2,520.18	12			
131089	Delphos and Dayton.	Cincinnati, Hamilton and Dayton Rwy. Co.	94.23	66.84	6,204.10	8.20			
131090	Marietta and Valley Junction (n. o.).	Pennsylvania Co.	111.11	94.05	10,449.99	10.23			
131091	Cleveland and Bridgeport.	Cleveland, Lorain and Wheeling Rwy. Co.	162.08	107.73	17,455.49	14.81			
131092	Delaware and Springfield.	Wheeling Rwy. Co.	50.01	64.13	3,207.14	12			
131093	Manassas and Toledo.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	85.75	188.10	18,129.57	12	85.75	25.00	2,148.75
131094	Ashtabula, Ohio, and Marion Junction, Pa., and Ma- honingtown, Pa.	Pennsylvania Co.	78.58	82.94	6,517.42	18.66			1 line 40 feet.
131095	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy. Co.	133.59	868.68	115,046.96	35.85	133.90	150.00	19,995.00
131096	Warren and Warren.	Chicago and Western Rwy. Co.	48.20	59.85	2,843.05	7.16			Lap over 131078.
131097	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. Co.	278.19	322.34	89,571.76	30.81	278.00	50.00	13,900.00
131098	Low City and Cumberland Portersburg, W. Va., and Marietta, Ohio.	Baltimore and Ohio Southwestern R. Co.	17.02	42.75	727.60	12			2 lines 40 feet.
131099	Desler and Findlay.	Cincinnati, Hamilton and Dayton Rwy. Co.	18.65	42.75	797.28	18			
131050	Columbus, Ohio, and Kenosha, W. Va.	Norfolk and Western Rwy. Co.	139.08	148.64	19,970.26	19			
131051	Cincinnati and Portsmouth, Toledo and Columbus.	do.	107.83	82.94	8,901.95	12			
131052	Dayton and Ironton.	Hocking Valley Rwy. Co.	121.20	149.62	18,133.94	24.81			
131053		Cincinnati, Hamilton and Dayton Rwy. Co.	168.96	64.13	10,385.40	8.86			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1909—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles of railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
OHIO—continued.											
131055	Toledo and Thurston	Toledo and Ohio Central Rwy. Co.	Miles. 145.02	Dollars. 75.52	Dollars. 11,770.55	9.89		Dollars.			
131056	St. Clairsville and Steel	Baltimore and Ohio R. R. Co.	6.98	46.17	319.95	12					
131057	Springfield, Ohio, and In- dianapolis, Ind.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	140.10	125.69	17,609.16	12					
131058	Wellston and Springfield.....	Detroit Southern Rwy. Co.	120.44	69.26	8,355.52	7.16					
131059	Columbus Junction (n. o.) and St. Marys.	Toledo and Ohio Central Rwy. Co.	17.88		752.23	6					
131060	Station C and Georgetown.....	Cincinnati, Georgetown and Toledo R. R. Co.	42.86	97.47	4,128.82	12.50					Agreement.
131061	Toledo, Ohio, and East St. Louis, Ill.	Fortsmouth R. R. Co.	450.30	146.21	65,838.36	16.21					
131062	Anderson and Youngstown.....	Toledo, St. Louis and West- ern R. R. Co.	88.45	125.69	4,832.78	19					
131063	Bellaire and Zanesville	Lake Shore and Michigan Southern Rwy. Co.	112.21	72.68	8,155.42	11.08					
131064	Sharpsburg and Armadale.....	Beulah Zanesville and Cin- cinnati Rwy. Co.	4.00	42.75	171.00	6					
131065	Lodi and Millersburg	Cleveland, Columbus and Cincinnati R. R. Co.	37.35	42.75	1,594.71	6					
131066	Hillaboro and Sardis	Hillaboro R. R. Co.	20.48	42.75	875.52	12					
131067	Alliance and Bergholz.....	Lake Erie Alliance and Wheeling R. R. Co.	35.96	57.29	2,060.14	12					
131068	Columbus and Corning.....	Wheeling R. R. Co.	65.33	120.56	7,876.18	18					
	(Columbus and Alum Creek Junction (n. o.) Alum Creek Junction (n. o.) and Thurston. Thurston and South Zane- ville. South Zanesville and Zane- ville.)	Toledo and Ohio Central Rwy. Co.	5.89	75.24							
131069		Columbus, Sandusky and Hocking R. R.	23.59	16.24	3,564.18	12					23.59 miles lap over 131068.
131070	Tontogany and North Bal- timore.	Cincinnati, Hamilton and Dayton Rwy. Co.	2.87	32.49	899.80	13					2.87 miles lap over 131029.
131071	Columbus Junction (n. o.) and Peoria.	Toledo and Ohio Central Rwy. Co.	41.07	64.96	2,668.72	7.45					
131072	Edison and Mount Gilead.....	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	2.61	43.74	127.21	18					

Line	Station	Distance	Rate	Amount	Notes
131121	Sandusky and Columbus...	110.58	73.53	8,130.94	8.45
131122	Vacant				
131123	Vacant				
131124	Vacant				
131125	Vacant				
131126	Vacant				
131127	Vacant				
131128	Vacant				
131129	Vacant				
131130	Vacant				
131131	Vacant				
131132	Vacant				
131133	Vacant				
131134	Vacant				
131135	Vacant				
131136	Vacant				
131137	Vacant				
131138	Lorain and Lester	24.20	42.75	1,084.55	13.58
131139	Pymatuning (n. o.), Pa., and Leavittsburg, Ohio.	28.24	46.17	1,303.84	10.91
131140	Vacant				
131141	Vacant				
131142	Middletown and Hagerman Station (n. o.).	11.86	42.75	507.01	8.09
131143	Phalanx Station and Alliance.	26.14	74.39	1,944.55	12
131144	Vacant				
131145	Vacant				
131146	Coalgate and Snow Fork Junction (n. o.).	8.00	42.75	342.00	12.78
INDIANA.		11,808.90	4,278,485.13	917,799.73	
133001	Indianapolis and Vincennes	116.98	109.44	12,902.29	12.60
133002	Indianapolis, Ind., and East St. Louis, Ill.	238.59	1,124.33	268,253.68	36.94
133003	Cincinnati, Ohio, and Kan- sas, Ill.	250.28	455.72	114,037.60	31.88
133004	Indianapolis and Michigan City	161.27	96.76	15,443.21	15.02
133005	Michigan City and Monon	60.00	65.84	3,950.40	6
133006	Matthews and Muncie	15.81	.....	676.87	6
133007	Louisville, Ky., and Indian- apolis, Ind.	111.44	213.75	23,820.80	29.87

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		INDIANA—continued.									
138006	Louisville, Ky., and Chi- cago, Ill.	Chicago, Indianapolis and Louisville Rwy. Co.	324.08	245.39	79,513.72	21.88	Miles. { 286.63 88.40	Dollars. { 26.00 76.00	12,520.76	1 line 40 feet; 1 line 60 feet; 1 line 40 feet.	Louisville and Monon. Monon and Chicago.
138009	Westport and Elmore.	Southern Indiana Rwy. Co.	102.39	62.42	6,899.72	9.90					
138010	Cincinnati, Ohio, and East St. Louis, Ill.	Baltimore and Ohio South- western R. R. Co.	339.01	500.18	169,566.02	23.35			50,861.50	3 lines 60 feet.	
138011	Cambridge City and Medi- son.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	108.78	86.36	9,389.92	8.91					
138012	Evansville and Terre Haute	Evansville and Terre Haute R. R. Co.	109.00	259.07	28,238.63	27		40.00	4,360.00	1 line 50 feet.	
138013	Terre Haute and South Bend.	Terre Haute and Logansport Rwy. Co.	182.70	125.69	22,963.56	14.17					
138014	Logansport and Effner (n.o.)	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	61.05	111.15	6,785.70	14.40					
138015	St. Joseph, Mich., and South Bend, Ind.	Indiana, Illinois and Iowa R. R. Co.	41.16	62.42	2,569.20	15					
138016	Fairland and Martinsville.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	38.25	47.03	1,798.89	6					
138017	Bradford, Ohio, and Lo- gansport, Ind.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	114.55	150.48	17,237.48	26					
138018	Indianapolis, Ind., and Peoria, Ill.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	211.54	207.77	43,961.66	23.30		40.00	8,461.60	1 line 50 feet.	
138019	Louisville, Ky., and North Vernon, Ind.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	57.74	210.33	12,144.45	27					
138020	Newcastle and Connors- ville.	Baltimore and Ohio South- western R. R. Co.	25.88	67.55	1,748.20	13					
138021	Richmond and Fort Wayne.	Lake Erie and Western R. R. Co.	91.64	169.29	15,513.73	19					
138022	Benton Harbor, Mich., and North Vernon, Ind.	Grand Rapids and Indiana Rwy. Co.	249.27	117.99	29,411.86	14.64					
138023	Wheatfield and Goodland.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	36.17	.....	1,065.10	6					Agreement.
138024	Converse and Matthews.	Chicago and Eastern Illinois R. R. Co.	28.48	.....	1,217.62	6					Do.
138025	Chili and Peru.	Chicago, Indiana and East- ern Rwy. Co.	9.12	.....	399.88	6					Do.
138026	Freeland Park, Ind., and Milford, Ill.	Wabash R. R. Co.	11.82	.....	354.60	6					Do.

135004	Fox River Switch (n. o.), Ill., and Williams Bay, Wis.	51.36	78.56	4,089.97	16.49							8.20 miles lap over 135061.
135006	{ Rock Island, Ill., and St Louis, Mo.	{ 226.41	{ 171.00									8.10 miles lap over 145090.
135006	{ Chicago, Burlington and Quincy Rwy. Co.	{ 3.20	{ 113.71									20.40 miles lap over 145018.
135006	{ Indiana, Decatur and West- ern Rwy. Co.	{ 20.40	{ 53.86	40,515.31	17.72	263.11	25.00	6,327.75	1 line 40 feet.			
135006	{ Chicago, Ill., and Burling- ton, Iowa.	{ 85.48	{ 59.00	5,043.82	9.10							
135007	{ Chicago, Burlington and Quincy Rwy. Co.	{ 205.77	{ 1,592.87	327,764.85	60.92	{ 162.44	312.50	61,595.00	{ 6 lines 60 feet; 4 line 40 feet. 6 lines 60 feet.			Chicago and Gales- burg. Galesburg, Ill., and Burlington, Iowa.
135008	Rushville and Yates City...	68.27	182.12	11,622.73	18.25	43.83	250.00					
135009	Peoria and Rio...	65.22	201.78	13,160.09	25.20							
135010	Galesburg and Quincy...	100.15	329.18	32,967.38	33	100.15	90.00	9,013.50	1 line 60 feet; 1 line 50 feet.			Galesburg and Quincy.
135011	Burlington, Iowa, and Quincy, Ill.	72.15	69.26	4,997.10	7.52							
135012	Streator and Aurora...	60.69	131.67	7,977.88	12							
135013	Mendota and Fulton...	66.15	83.92	5,882.05	11.12							
135014	Sterling and Shabbona...	47.77	56.43	2,695.66	6							
135015	Chicago, Rock Island and Pacific Rwy. Co.	182.66	463.41	84,646.47	43.87	182.66	100.00	18,266.00	2 lines 60 feet.			
135016	Bureau and Peoria...	47.33	173.57	8,215.06	19							
135017	Chicago and East St. Louis...	280.46	486.91	122,535.77	41.41	280.46	140.00	39,264.40	2 lines 60 feet; 1 line 50 feet.			
135018	Bloomington and Rood- house.	110.95	135.09	14,968.23	21.17							
135019	Washington and Dwight...	68.10	97.47	6,637.70	17.29							
135020	Chicago and Cairo	354.87	346.79	126,533.26	28.42	54.49	250.00					Chicago and Kanka- kee. Kankakee and Cen- tralia. Centralla and Cairo, land grant. Dubuque, Iowa, and Freeport, Ill. Freeport and Men- dota, Ill. Mendota and Deca- tur, Ill. Decatur and Centra- lia, Ill., land grant.
135021	{ Dubuque, Iowa, and Cent- ralia, Ill.	{ 344.48	{ 144.32	49,715.35	18.47	{ 119.46	50.00	14,350.05	{ 4 lines 60 feet; 2 lines 60 feet. 1 line 40 feet. 2 lines 60 feet. 1 line 50 feet; 1 line 40 feet. 1 line 40 feet. 2 lines 40 feet. 1 line 40 feet.			
135022	Joliet, Ill., and Lake Sta- tion, Ind.	45.35	42.75	1,938.71	9.14							
135023	Alton and Edwardsville...	15.72		672.03	6							
135024	Peoria, Ill., and Evansville, Ind.	246.70	112.68	27,842.56	13							Agreement.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Author-ized mileage, post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars author-ized.	Remarks.
	ILLINOIS—continued.										
135025	Hannibal, Mo., and Bluffs, Ill.	Wabash R. R. Co.	50.91	135.09	6,877.43	21		Dollars.			
135026	Edingham, Ill., and Swift City, Ind.	Illinois Central R. R. Co.	91.04	72.68	6,616.78	7					
135027	Effner, Ind., and Keokuk, Iowa.	Toledo, Peoria and Western Rwy. Co.	223.70	109.44	24,481.72	15.60					
135028	Beechwood and Mount City.	Illinois Central R. R. Co.	3.29	42.75	140.64	28					
135029	Champaign and Havana.	do.	101.43	65.84	6,673.15	7.67					
135030	East St. Louis and Eldorado.	do.	121.14	169.03	19,264.89	17.52	61.12	50.00	3,066.00	2 lines 40 feet.	East St. Louis and Pinckneyville, Ill.
135031	Chester and Menard.	Wabash, Chester and Western R. R. Co.	2.29	42.75	97.89	6					
135032	East St. Louis, Ill., and Evansville, Ind.	Louisville and Nashville R. Co.	161.90	260.78	42,220.28	17.15	161.90	65.00	10,623.50	1 line 50 feet; 1 line 40 feet.	
135033	Beardstown and Shawneetown.	Baltimore and Ohio Southwestern R. R. Co.	227.32	77.81	17,687.76	12					
135034	Springfield and Gilman.	Illinois Central R. R. Co.	112.37	108.59	12,202.25	16.51					
135035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	85.39	1,466.33	125,206.91	51.58	85.39	300.00	25,617.00	6 lines 60 feet.	
135036	Aurora and Forreston.	Chicago, Burlington and Quincy Rwy. Co.	79.64	154.76	12,325.06	18.94					
135037	Vincennes, Ind., and St. Francisville, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	10.95	77.81	852.01	18					
135038	Havana and Jacksonville.	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	42.84	66.69	2,823.65	9.42					
135039	Murphysboro, Ill., and Cape Girardeau, Mo.	Illinois Central R. R. Co.	49.15	71.82	3,523.96	7					
135040	Peoria and Rock Island.	Rock Island and Peoria Rwy. Co.	92.23	99.18	9,147.37	15.60					
135041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy Rwy. Co.	19.11	129.96	2,468.63	17.96					
135042	Chicago, Ill., and Terre Haute, Ind.	Chicago and Eastern Illinois R. R. Co.	173.59	274.46	49,013.81	33.84	178.59	40.00	7,143.60	1 line 50 feet.	
135043	Streator and Fairbury.	Wabash R. R. Co.	31.77	55.68	1,765.77	12					
135044	Danville and Marion.	Chicago and Eastern Illinois R. R. Co.	214.26	77.81	16,673.90	7.42					

	Pinckneyville, Ill., and Paducah, Ky.	Pinckneyville and Carbondale, Ill.	Agreement.	15.11 miles lap over route 135021, land grant.						
	Pinckneyville, Ill., and Paducah, Ky.	Pinckneyville and Carbondale, Ill.	Agreement.	15.11 miles lap over route 135021, land grant.						
135045	Pinckneyville, Ill., and Paducah, Ky.	Illinois Central R. R. Co.	106.23	147.92	15,565.62	17.95	31.64	50.00	1,582.00	2 lines 40 feet.
135046	Jacksonville and Centralia.	Jacksonville and St. Louis Rwy. Co.	111.59	58.14	6,487.84	6.70				
135047	Lake Creek and Carbondale Junction (n. o.).	Illinois Central R. R. Co.	18.23		779.83	6				
135048	Terre Haute, Ind., and Decatur Junction (n. o.), Ill.	Terre Haute and Indianapolis R. Co.	92.36	70.11						
135049	Marion and Peoria, Ill.	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	15.11	56.08	11,961.20	12				
135050	Peoria and Springfield.	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	66.16	70.11	8,587.34	15.25				
135051	Danville and Cairo.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	88.36	96.62	24,222.68	9.44				
135052	Ancona and Pekin.	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	259.90	98.20						
135053	Cortland and Sycamore.	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	58.51	64.13	8,752.24	6				
135054	East St. Louis and Cairo.	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	5.07	42.75	216.74	6				
135055	Chicago and Kiltredge (n. o.).	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	152.40	171.86	26,191.46	16.18				
135056	Decatur, Ill., and Indianapolis, Ind.	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	116.60	274.46	82,022.03	12	116.60	80.00	9,328.00	2 lines 50 feet.
135057	St. Charles and Aurora.	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	152.50	131.67	20,079.67	17.96				
135058	Rochelle and Rockford.	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	12.89	62.42	778.38	32.59				
135059	West Lebanon, Ind., and Leroy, Ill.	Chicago, Burlington and Quincy Rwy. Co.	26.43	79.52	2,101.71	12				
135059	Rock Island and Cable.	Illinois Central R. R. Co.	74.99	53.87	4,089.71	6				
135060	Barrett and Kampsville.	Rock Island and Peoria Rwy. Co.	27.52	55.58	1,529.56	16.82				
135061	Alton Junction (n. o.) and Chicago and Alton Junction (n. o.).	Quincy, Carrollton and St. Louis Rwy. Co.	52.65	49.59	2,610.91	6				
135062	Kankakee and Bloomington.	Quincy, Carrollton and St. Louis Rwy. Co.	4.20	62.42	262.16	35				
135063	Shumway and Alton.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	85.33	74.39	6,347.69	9.78				
135064	Kempton and Kankakee Junction (n. o.).	Illinois Central R. R. Co.	10.59	42.75	452.72	6				
135065	Sidney and Champaign.	Illinois Central R. R. Co.	43.01	57.29	2,464.04	6				
135066	Chicago and Effingham.	Wabash R. R. Co.	12.22	43.61	532.91	15.69				
135067	Havana and Galesburg.	Chicago and Effingham Rwy. Co.	213.70	143.64	30,696.87	17.98				
135068	Iowa, Ill., and Oskaloosa, Iowa.	Fulton County Narrow Gauge Rwy. Co.	59.80	56.43	3,374.52	6				
135069	Kankakee and Seneca.	Iowa Central Rwy. Co.	139.50	113.72	21,549.94	12.74				
135070	Galva and Gladstone.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	43.44	47.98	2,079.90	7.29				
135071	Galva and Gladstone.	Chicago, Burlington and Quincy Rwy. Co.	74.48	82.06	6,113.31	12				

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
ILLINOIS—continued.											
135071	Aurora and West Chicago ..	Chicago, Burlington and Quincy Rwy. Co.	Miles. 13.04	Dollars. 42.75	Dollars. 557.46	6	Miles.	Dollars.			
135072	Elmwood and Buda	do	44.98	77.81	3,499.89	10.22					
135073	Oregon, Ill., and Minneapolis, Minn.	do	845.52	143.64	49,680.49	12.47					
135074	Varna and Lacon	Chicago and Alton Rwy. Co.	10.18	42.75	435.19	12					
135075	Maysville and Pittsfield	Wabash R. R. Co.	6.73	65.84	443.10	32					
135076	Laharpe, Ill., and Burling- ton, Iowa.	Toledo, Peoria and Western Rwy. Co.	19.70	48.74	960.17	12					
135077	Whiteoath and Decatur	Illinois Central R. R. Co.	31.29	53.87	1,685.59	13					
135078	McLeansboro and Shawnee- town.	Louisville and Nashville R. R. Co.	41.65	49.59	2,065.42	12					
135079	Fallcreek, Ill., and Louisi- ana, Mo.	Chicago, Burlington and Quincy Rwy. Co.	31.52	50.45	1,590.18	6					
135080	Wellington and Cisma Park R. R. Co.	Chicago and Eastern Illinois R. R. Co.	12.85	45.82	582.86	12					
135081	Clayton, Ill., and Keokuk, Iowa.	Wabash R. R. Co.	42.30	64.98	2,748.65	6.73					
135082	Streator, Ill., and South Bend, Ind.	Indiana, Illinois and Iowa R. R. Co.	152.52	93.20	14,214.86	7					
135083	Springfield and Granite	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	108.08	72.68	7,491.85	12.11					
135084	Sterling and Barstow	Chicago, Burlington and Quincy Rwy. Co.	41.06	95.76	3,931.89	16.71					Agreement.
135085	Marion and Incline of C. & E. I. R., east bank Mis- sissippi River.	Chicago and Eastern Illinois R. R. Co.	62.19	.....	1,800.00	6					
135086	Buckingham and Clark City	Illinois Central R. R. Co.	9.16	42.75	391.59	6					
135087	Caledonia and Spring Valley	Chicago and Northwestern Rwy. Co.	85.52	44.46	3,802.21	8.28					Agreement. 28.72 miles lap over route 135102.
135088	(Streator and Ladd	Indiana, Illinois and Iowa R. R. Co.	{ 41.91 23.72	.....	1,791.65	6					
135089	Ladd and Walnut	do	.....	.....	.....	.....	
135089	Chicago, Ill., and Rugby junction (n.o.), Wis.	Wisconsin Central Rwy. Co.	117.65	212.04	24,946.50	25.69					
135090	Savanna and Fulton	Chicago, Burlington and Quincy Rwy. Co.	18.25	121.41	2,215.73	13					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Auth- orized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
ILLINOIS—Continued.											
135112	Springfield and Peoria	Chicago and Alton Rwy. Co.	Miles. 63.73	Dollars. 42.75	Dollars. 2,724.45	6.50		Dollars.			Lap service over route 135027.
135113	Forest and Fairbury	Wabash R. R. Co.	5.66	3.42	19.35	12					
135114	Mount Vernon and Chester.	Wabash, Chester and West- ern R. R. Co.	64.26	77.81	5,000.07	10.78					
135115	Vacant.										
135116	Vacant.										
135117	Greenville and Durlley (n. o.).	Jacksonville and St. Louis Rwy. Co.	4.43	42.75	189.33	12					
135118	Vacant.										
135119	Rockford and Davis Junc- tion (n. o.).	Chicago, Milwaukee and St. Paul Rwy. Co.	11.80	17.10	201.78	19					Lap service over route 135057.
135120	Vacant.										
135121	Vacant.										
135122	Hamilton and Warsaw	Toledo, Peoria and West- ern Rwy. Co.	6.23	42.75	266.33	6					
135123	Vacant.										
135124	Edwardsville Junction (n. o.) and Edwardsville.	Wabash R. R. Co.	2.14	67.55	144.55	31.50					
135125	Vacant.										
135126	Auburn and Pawnee	Pawnee R. R. Co.	9.35	42.75	399.71	12					
135127	Litchfield and Barnett, Ill.	Quincy, Carrollton and St. Louis Rwy. Co.	6.82	17.96	122.46	6					
135128	Sixty-seventh street, Chi- cago, and South Chicago.	Illinois Central R. R. Co.	4.84	82.94	401.42	47.50					Lap over route 135046.
135129	Blue Island Junction (n. o.) and West Pullman.	do.	1.64	71.82	117.78	43					
135130	Roseville Junction (n. o.) and Sidel.	Chicago and Eastern Illi- nois R. R. Co.	85.25	42.75	1,506.93	6					
135131	Washington and Peoria	Chicago and Alton Rwy. Co.	11.76	28.22	331.56	13.50					
135132	Springfield and Litchfield.	Illinois Central R. R. Co.	11.76	51.80	2,801.83	6					Lap over route 135027.
135133	Preemption and Sherrard.	Rock Island and Peoria Rwy. Co.	4.70	42.75	200.92	12					
135134	Decatur and Quincy	Wabash R. R. Co.	151.90	170.15	25,743.69	22.64					
			10,466.51	2,225,888.86						408,553.05	

MICHIGAN.									
137001	Toledo, Ohio, and Detroit, Mich.	Lake Shore and Michigan Southern Rwy. Co.	63.50	180.41	11,456.03	25.50			
137002	Monroe and Adrian.	do.	34.00	120.56	4,099.04	12			
137003	Adrian and Jackson.	do.	117.14	5,492.15	12				
137004	White Pigeon and Grand Rapids.	do.	95.08	148.77	14,145.05	13			
137005	Jonesville and Lansing.	do.	60.00	73.19	4,391.40	12			Land grant.
137006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R. Co.	294.33	450.59	128,116.25	44.78	284.83	135.00	38,384.56
137007	Kalamazoo and South Haven.	do.	39.85	82.94	3,305.15	12			1 line 60 feet; 1 line 55 feet; 1 line 50 feet.
137008	Jackson and Niles.	do.	104.44	122.27	12,769.87	12.99			
137009	Jackson and Bay City.	do.	38.92	152.19	15,166.48	21.94			Land grant, Lansing to Bay City, 78.42 miles.
137010	Jackson and Grand Rapids.	do.	94.49	169.29	15,996.21	19			
137011	Stocum Junction (n.o.) and Groesse Isle.	do.	2.42	42.75	108.45	12			
137012	Niles, Mich., and South Bend, Ind.	do.	12.36	64.96	808.15	15			
137013	Detroit and Mackinaw.	do.	108.94	174.42	44,476.30	14.91			Land grant, Bay City to Mackinaw, 182.57 miles.
137014	Saginaw West Side and Caro.	do.	34.42	165.02	5,679.98	19.77			
137015	Toledo, Ohio, and Ludington, Mich.	Pere Marquette R. R. Co.	102.10 171.07	172.71 133.16	41,268.72	16.68	82.08	30.00	2,400.90
137016	Stanton Junction (n. o.) and Big Rapids.	do.	63.45	82.06	5,207.97	8.71			Plymouth Junction (n. o.) and Saginaw. Land grant, Flint to Ludington, Mich., 171.07 miles.
137017	Detroit and Howard City.	do.	4.60 8.48	181.26 64.12	28,698.83	16.09			Lap service, Delray to Redford Junction (n. o.), 8.48 miles, over route 137102.
137018	Fort Wayne, Ind., and Mackinaw, Mich.	Grand Rapids and Indiana Rwy. Co.	54.52 278.28 35.54	169.29 135.43 169.29	52,935.06	20.56			Land grant, Indiana-Michigan State line to Petoskey, Mich., 278.28 miles.
137019	Toledo, Ohio, and Allegan, Mich.	Lake Shore and Michigan Southern Rwy. Co.	22.40 133.62	7.70 63.27	8,626.61	6			Lap service, Toledo, Ohio, to Dundee, Mich., 22.40 miles, over route 137020.
137020	Toledo, Ohio, and Frankfort, Mich.	Ann Arbor R. R. Co.	291.48	126.54	36,888.87	16.28			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		MICHIGAN—continued.		Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
137021	Grand Rapids, Mich., and Lacrosse, Ind.	Pere Marquette R. R. Co.	152.94	186.39	28,506.46	20.98					
137022	Big Rapids and Holland	do.	91.47	81.23	7,480.10	15.29					
137023	Allegan and Holland	do.	24.56	43.61	1,071.06	12					
137024	Ypsilanti and Hillsdale	Lake Shore and Michigan Southern Rwy. Co.	62.68	64.13	4,019.66	6					
137025	Saginaw and Port Huron	Pere Marquette R. R. Co.	90.57	129.11	11,693.49	18					
137026	Grand Rapids and Petokey	do.	225.42	135.96	30,645.84	13.07					
137027	Detroit and Grand Haven.	Detroit, Grand Haven and Milwaukee Rwy. Co.	189.11	162.45	30,720.91	23.99					
137028	Detroit and Port Huron	Chicago, Detroit and Canada Grand Trunk Junction Rwy. Co.	59.20	198.23	11,489.21	31.50					
137029	Jackson, Mich., and Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy. Co.	99.40	112.01	11,133.79	13.47					
137030	Belding and Lowell.	Pere Marquette R. R. Co.	16.22	42.76	693.40	6					
137031	Onaway and Bay City	Detroit and Mackinac Rwy. Co.	172.76	117.99	20,883.95	16.95					
137032	Stager (n. o.) and Crystal Falls.	Chicago and Northwestern Rwy. Co.	9.53	44.46	423.70	13					
137033	Lenox and Jackson	Michigan Air Line Rwy. Co.	105.80	65.84	6,955.87	8					
137034	Walton and Traverse City	Grand Rapids and Indiana Rwy. Co.	26.34	63.27	1,666.53	12					
137035	Toledo, Ohio, and Detroit, Mich.	Michigan Central R. R. Co.	58.99	311.22	18,358.86	30.60			5,309.10	1 line 60 feet; 1 line 50 feet.	Agreement.
137036	Kelso Junction (n. o.) and Crystal Falls.	Chicago, Milwaukee and St. Paul Rwy. Co.	7.03		300.53	6					
137037	St. Clair and Lenox	Michigan Central R. R. Co.	15.97	47.03	751.08	12					
137038	Houghton and Mass City (n. o.)	Copper Range R. R. Co.	41.45		1,243.50	6					Do.
137039	Port Huron and Chicago	Grand Trunk Western Rwy. Co.	385.29	313.79	105,210.64	25.59			50.00	16,654.00	2 lines 40 feet.
137040	Painesdale Junction (n. o.) and Painesdale.	Copper Range R. R. Co.	4.16		177.83	6					Do.
137041	Saginaw and Howard	Pere Marquette R. R. Co.	82.19	96.76	7,870.51	12					
137042	Port Huron and Grindstone City.	do.	93.42	114.57	10,703.12	11.60					
137043	Beaverton and Mt. Pleasant.	do.	25.81	45.82	1,169.70	12.96					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized milling, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MICHIGAN—continued.											
137073	Pineconing and Gladwin...	Michigan Central R. R. Co.	Miles, 28.02	Dollars, 45.82	Dollars, 1,269.86	12	Miles, 12	Dollars, 45.82	Dollars, 1,269.86		
137074	Rodney and Chippewa Lake	Pere Marquette R. R. Co.	5.80	42.75	247.95	6					
137075	Grosvonts Junction (n. o.) and Fayette.	Lake Shore and Michigan Southern Rwy Co.	25.21	63.27	1,585.03	12					
137076	Owosso and Muskegon	(Toledo, Saginaw and Mus- kegon Rwy. Co.	{ 21.66 96.43	{ 16.25 88.07	{ 8,844.56 88.07	9.84					(Lap service, Owosso to Ashley, 21.66 miles, over route 137070).
137077	Kalamazoo and Woodbury.	Chicago, Kalamazoo and Saginaw Rwy. Co.	44.36	75.24	3,337.64	12					
137078	Ludington and Walkerville.	Mason and Oceana R. R. Co.	29.15	42.75	1,246.16	6					
137079	Grand Ledge and Grand Rapids.	Pere Marquette R. R. Co.	53.23	187.25	9,967.31	18					
137080	Mecosta and Barrytown.	do	11.99	42.75	512.57	6					
137081	Vacant.										
137082	Findley and Battlecreek...	Michigan Central R. R. Co.	35.31	53.01	1,871.78	12					
137083	Durand and West Bay City.	Cincinnati, Saginaw and Mackinaw R. R. Co.	53.25	81.23	4,325.49	24					
137084	Manistee and Traverse City.	Manistee and Northeastern R. R. Co.	70.91	70.97	5,082.48	12					
137085	Maratwa Junction (n. o.) and Ottawa Beach.	Pere Marquette R. R. Co.	6.04	42.75	258.21	6					
137086	Munising and Forsyth	Munising Rwy. Co.	38.23	42.75	1,634.33	13.89					Agreement.
137087	Wells and Channing	Escanaba and Lake Superior R. R. Co.	63.65		1,209.35	6					Do.
137088	Mountforest and Bentley	Michigan Central Rwy. Co., Ausable and Northwestern R. R. Co.	4.30	42.75	183.82	6					Do.
137089	Ausable and McKinley	Ausable and Northwestern R. R. Co.	40.02	42.75	1,710.85	6					Do.
137090	McKinley and Comins	Ausable and Northwestern R. R. Co.	13.88		401.40	6					Do.
137091	Barclay, Mich., and Mon- ica, Wis.	Chicago and Northwestern Rwy. Co.	63.57	42.75	2,717.61	8.07					Do.
137092	East Jordan and Bellaire...	East Jordan and Southern R. R. Co.	19.19		820.37	6					

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation. <i>Dollars.</i>	Average number of trips per week.	Author- ized mileage for railway post- office cars. <i>Miles.</i>	Pay per mile for railway post- office cars. <i>Dollars.</i>	Annual rate of pay for railway post-office cars. <i>Dollars.</i>	Lines of rail- way post-office cars author- ized.	Remarks.
MICHIGAN—Continued.											
137118	Melva and Stormer.....	Manistee and Northeastern R. R. Co.	17.14	.....	732.73	6	.....	.....	.....	.....	Agreement. Do.
137119	Rapid City and Stratford...	Pere Marquette R. R. Co.	33.00	.....	800.00	6	.....	.....	.....	.....	.....
			6,968.10	.....	973,235.22				75,352.06		
WISCONSIN.											
139001	Brookfield, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	182.00	199.22	36,258.04	15.84	181.90	40.00	7,276.00	1 line 50 feet..	Milwaukee to Brook- field.
139002	Milwaukee and La Crosse..	.....do.....	197.60	1,247.45	246,496.12	33.14	14.30 183.30	290.00 250.00	49,972.00	5 lines 60 feet; 1 line 50 feet. 5 lines 60 feet..	Brookfield to La Crosse.
139003	Milwaukee and Oshkosh..	.....do.....	103.44	130.82	13,532.02	12.48	.....	.....	.....	.....	.....
139004	Milton Junction and Min- eral Point.	.....do.....	90.33	135.09	12,202.67	12.56	.....	.....	.....	.....	.....
139005	Watertown and Madison..	.....do.....	38.15	91.49	3,490.34	12	.....	.....	.....	.....	.....
139006	Horicon and Portage.....	.....do.....	49.31	100.89	4,974.88	12	.....	.....	.....	.....	.....
139007	Rushlake and Winnebago..	.....do.....	14.76	42.75	630.99	6	.....	.....	.....	.....	.....
139008	Aniwa and Mattoon.....	Mattoon Rwy. Co.	9.48	.....	405.27	6	.....	.....	.....	.....	.....
							62.70	130.00	.....	2 lines 50 feet; 1 line 60 feet.	Agreement. Chicago to Harvard Ill.
139009	Chicago, Ill., and Winona, Minn.	Chicago and Northwestern Rwy. Co.	288.10	278.73	80,302.11	23.92	44.50 96.70	90.00 130.00	26,832.00	1 line 50 feet; 1 line 60 feet. 2 lines 50 feet; 1 line 60 feet.	Harvard, Ill., to Evansville, Wis. Evansville to Elroy, Wis.
139010	Evansville, Wis., and Cale- donia, Ill.	.....do.....	38.18	199.22	7,606.21	10.57	84.20	25.00	.....	1 line 40 feet..	Elroy, Wis., to Wi- nona, Minn.
139011	Kenosha, Wis., and Rock- ford, Ill.	.....do.....	73.15	141.06	10,320.00	9.68	37.90 15.00	40.00 40.00	1,516.00 600.00	1 line 50 feet.. 1 line 50 feet..	Harvard to Cale- donia.

139012	Milwaukee, Wis., and Ishpeming, Mich.	do	63.30 245.32	266.76 213.40	89,237.18 11.50	128.80 130.00	2 lines 50 feet: 1 line 60 feet: 1 line 50 feet: 1 line 60 feet: 1 line 50 feet: 1 line 60 feet: 1 line 50 feet:	Milwaukee to Ft. Howard Station. Ft. Howard Station, Wis., to Escanaba, Mich. Escanaba to Ishpeming, Mich. Fond du Lac, Wis., to Ishpeming, Mich. 245.32 miles, land grant.
139013	Rice Lake and Cameron	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	7.67	42.75	327.89	6		
139014	Winona Junction (n.o.) and La Crosse	Chicago and Northwestern Rwy. Co.	4.28	59.85	256.15	37		
139015	Stevens Point and Portage	Wisconsin Central Rwy. Co.	71.77	60.88	4,369.35	6		
139016	Milwaukee, Wis., and Champion, Mich.	Chicago, Milwaukee and St. Paul Rwy. Co.	262.66	135.09	33,482.73	13.90		Land grant. 1 line 40 feet. 1 line 50 feet.
139017	Milwaukee and Ashland	Wisconsin Central Rwy. Co.	27.60 131.47 186.64	66.69 173.67 138.85	50,574.84 21.47			Rugby Junction (n.o.) and Stevens Point and Ashland. Stevens Point and Ashland. Lap service Milwaukee to Rugby Junction (n.o.), 27.60 miles, over route 139003. Land grant Stevens Point to Ashland, 186.64 miles.
139018	Milwaukee and Ashland	Chicago and Northwestern Rwy. Co.	370.25	146.21	54,134.25	19.39		
139019	Shoebogyan and Princeton	do	80.15	64.98	5,206.14	8.22		
139020	Warren, Ill., and Shullburg, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	19.07	43.61	831.64	11.66		
139021	Calamine and Plattville	do	17.57	48.74	856.36	18		
139022	Laona and Wabeno	Chicago and Northwestern Rwy. Co.	9.86		250.00	6		
139023	Madison and Portage	Chicago, Milwaukee and St. Paul Rwy. Co.	37.49	82.94	3,109.42	12		
139024	Racine, Wis., and Rock Island, Ill.	do	196.70	145.35	28,590.34	13.94		
139025	Galena, Ill., and Montfort, Wis.	Chicago and Northwestern Rwy. Co.	48.15	90.63	4,363.83	6		
139026	East Chaire and Chippewa Falls	Wisconsin Central Rwy. Co.	11.30	60.71	686.02	23.50		
139027	Green Bay, Wis., and Winona, Minn.	Green Bay and Western R. R. Co.	213.50	92.84	19,714.59	7.41		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	WISCONSIN—continued.										
139028	Hudson and Ashland	{ Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	{ 159.40 4.42	{ 102.60 128.25	{ 16,921.30 1,095.08	14.43		Dollars.	Dollars.		{ Land grant, Hudson to Ashland Junc- tion (n. o.), 159.40 miles.
139029	Lone Rock and Richland Center.	Chicago, Milwaukee and St. Paul Rwy. Co.	16.01	68.40	1,095.08	12					
139030	{ Elroy, Wis., and St. Paul, Minn.	{ Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	{ 19.47 156.10 3.50	{ 234.27 187.41 234.27	{ 37,578.20 187.41	20.83	194.60	40.00	7,784.00	1 line 50 feet.	{ Land grant, Stowell to Hudson, Wis., 156.10 miles, and Stillwater Junction (n. o.) to St. Paul, Minn., 15.70 miles.
139031	New Lisbon and Star Lake.	Chicago, Milwaukee and St. Paul Rwy. Co.	185.87	100.04	18,594.48	8.18					Agreement.
139032	Tomahawk and Gonda	Marquette, Tomahawk and Western Rwy. Co.	11.84		200.00	6					
139033	Hudson Junction (n. o.) and Ellsworth.	Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	25.58	75.24	1,924.63	11.22					
139034	Sparta and Viroqua	Chicago, Milwaukee and St. Paul Rwy. Co.	35.81	72.68	2,602.67	12					
139035	Pond du Lac and Iron Ridge	do	28.34	51.80	1,453.84	12					
139036	Janesville and Beloit	do	13.25	55.76	1,460.34	24					
139037	Merrillan and Marshfield ..	do	38.43	70.97	2,727.37	14.20					
139038	Milwaukee and Woodman.	Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	174.68	120.56	21,059.42	14.24					
139039	Mazomanie and Prairie du Sac	Chicago and Northwestern Rwy. Co.	10.81	57.29	590.65	18					
139040	Chippewa Falls and Eau Claire	do	14.79		632.27	6					Do.
139041	Elkhorn and Eagle	do	17.57	44.46	781.16	12					
139042	Lancaster Junction (n. o.) and Lancaster	Chicago and Northwestern Rwy. Co.	12.28	96.62	1,186.49	12					
139043	Jewell and Plattville	do	4.38		217.20	12					
139044	Brookhead and New Glarus.	Chicago, Milwaukee and St. Paul Rwy. Co.	22.78	44.46	1,012.79	12					
139045	Manitowish and Neenah	Wisconsin Central Rwy. Co.	44.86	55.58	2,493.31	6					
139046	Oshkosh and Hortonville ..	Chicago and Northwestern Rwy. Co.	23.58	42.75	1,008.04	9					

C.—Railroad mail service and railway post-office cars in operation June 30, 1902—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
		WISCONSIN—continued.									
139077	Manitowoc and Two Rivers.	Chicago and Northwestern Rwy. Co.	Miles. 8.35	Dollars. 54.72	Dollars. 456.91	18	Miles.	Dollars.			
139078	East Winona (n. o.) and Winona.	Chicago, Burlington and Quincy Rwy. Co.	2.21	42.75	94.47	15					
139079	Granville and North Lake.	Chicago, Milwaukee and St. Paul Rwy. Co.	21.52	43.61	938.48	12					
139080	Dreaser Junction and Fred- eric.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	26.20		1,120.05	6					
139081	Kewaunee and Green Bay.	Sault Ste. Marie Rwy. Co.	86.82	82.08	3,022.18	13.59					Agreement.
139082	Marshfield and Greenwood.	Western R. R. Co.	23.43	42.75	1,001.63	6					
139083	Cambridge and London.	Wisconsin Central Rwy. Co.	3.30	43.61	143.91	24					
139084	Lafarge and Readstown.	Chicago and Lake Superior Rwy. Co.	13.84		570.28	6					Do.
139085	Readstown and Wauzeka.	Wisconsin Western R. R.	33.72	58.14	2,251.18	6					
139086	Casco Junction (n. o.) and Sturgeon Bay.	Alnapee and Western Rwy. Co.	34.28	82.94	2,843.18	12					
139087	Nestora (n. o.), Mich., and Duluth, Minn.	Duluth, South Shore and Atlantic Rwy. Co.	{ 210.48 4.54	{ 74.39 31.63	{ 15,801.20 8.61	8.61					{ Lap service, West Su- perior, Wis., to Du- luth, Minn., 4.54 miles, over route 139067.
139088	Wabeno and Northern Junction (n. o.), Wis.	Chicago and Northwestern Rwy. Co.	45.89	42.75	1,951.79	6					
139089	Woodville and Elmwood.	Minnesota and Wisconsin R. R. Co.	18.16	42.75	776.34	9					
139090	Tomahawk and Spirit Falls	Marquette, Tomahawk and Western Rwy. Co.	14.69		440.70	6					Agreement.
139091	Rice Lake and Birchwood.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	16.91		722.90	6					Do.
139092	Vacant.										
139093	Vacant.										
139094	Powers, Mich., and Hurley, Wis.	Chicago and Northwestern Rwy. Co.	161.81	78.66	12,727.97	19.52					
139095	Ripon and Berlin.	Chicago, Milwaukee and St. Paul Rwy. Co.	13.63	71.82	971.72	35.12					
139096		Bayfield Transfer Rwy. Co.	3.74	42.75	159.88	9					

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	do.	6.71	45.32	304.09	32.60	40.00	1,304.00	1 line 50 feet.	
Carlton and Cloquet	Chicago, Milwaukee and St. Paul Rwy. Co.	32.69	247.10	8,077.69					
Minneapolis and Cologne	Minneapolis and St. Louis R. R. Co.	92.47	134.24	12,413.17	12.54				
Hopkins and Morton.	Great Northern Rwy. Co.	31.24		937.20					Agreement.
Cass Lake and Akeley.	Eastern Rwy. Co. of Minn.	56.66		2,422.22	6				Do.
Brook Park and Coon Creek	Willmar and Sioux Falls Rwy. Co.	146.74	88.92	13,048.12	6				
Willmar, Minn., and Sioux Falls, S. Dak.	Northern Pacific Rwy. Co.	77.75	64.13	4,986.10	7				
Wadena, Minn., and Wadena, S. Dak.	Duluth, Missabe and Northern Rwy. Co.	5.02	42.75	214.60	6				Land grant.
Iron and Eveleth.	Chicago, Milwaukee and St. Paul Rwy. Co.	9.20	90.97	836.92	14				
Mendota and Minneapolis.	do.	25.89	42.75	1,106.79	6.64				
Hastings and Stillwater.	Northern Pacific Rwy. Co.	30.13	61.56	8,577.91	8.05				(Land grant, Brainerd to Little Falls, 80.13 miles.
Brainerd and Morris.	Great Northern Rwy. Co.	87.37	76.95	6,285.96	6				
Sauk Center and Park Rapids.	Wisconsin, Minnesota and Pacific R. R. Co.	91.90	63.40	6,020.14	6				
Mankato and Redwing.	Great Northern Rwy. Co.	95.15	63.27	5,313.64	10.40				
St. Cloud and Hinckley.	do.	68.29	77.81	1,274.40	6				
St. Hilaire, Junction (n. o.) and St. Hilaire.	Northern Pacific Rwy. Co.	21.60	59.00	3,105.89	6				
Rush City and Grantsburg.	Great Northern Rwy. Co.	16.98	50.45	11,391.98	6				
Carman (n. o.) and Moorhead.	Minneapolis and St. Louis R. R. Co.	67.26	46.17	9,207.83	6				
Morton, Minn., and Watertown, S. Dak.	Chicago Great Western Rwy. Co.	123.37	92.34	38,612.59	22.54				
Duluth and Ely.	Duluth and Iron Range R. R. Co.	119.66	76.95	865.11	18				
Minneapolis, Minn., and Dubuque, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	264.09	146.21	865.50	6				
Glencoe and Hutchinson.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	14.25	60.71	46,536.03	11.91	25.00	5,420.00	1 line 40 feet.	Agreement.
Medalia and Fairmont.	Sault Ste. Marie Rwy. Co.	28.85		3,968.19	13				
St. Paul, Minn., and Hankinson, N. Dak.	Great Northern Rwy. Co.	216.84	214.61	2,506.49	6				
Elk River and Milaca.	do.	33.36	119.70	12,366.15	7.17				
Wayzata and Hutchinson.	Northern Pacific Rwy. Co.	44.40	56.43	8,354.63	6				Do.
Winnipeg Junction, Minn., and Grand Forks, N. Dak.	Chicago and Northwestern Rwy. Co.	95.78	129.11	307.80	7				
Fox Lake (n. o.), Minn., and Belleplaine, Iowa.	Chicago Great Western Rwy. Co.	195.43		2,197.51	12				
Cheney and Mantorville.	Duluth, Redwing and Southern R. R. Co.	7.20	42.75	84.65					
Redwing and Zumbrota.	do.	25.96							

C.—*Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.*

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
			Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		Agreement.
MINNESOTA—continued.											
141065	Excelsior and Tonka.....	Minneapolis and St. Louis R. R. Co.									
141066	Vacant.	do.....	153.76		6,573.24	12					Do.
141067	Winthrop, Minn., and Stormlake, Iowa.	do.....									
141068	Spurce Junction (n. o.) and Biwabik.	Duluth, Missabe and North- ern Rwy. Co.	13.03	42.75	557.03	6					
141069	Boylston (n. o.), Wis., and Cass Lake, Minn.	Eastern Rwy. Co. of Minne- sota.	151.63	89.78	13,613.34	10.19					
141070	Minneapolis and Willmar....	Great Northern Rwy. Co....	124.38	140.22	17,440.56	9.55					
141071	Vacant.										
141072	Vacant.										
141073	Hayfield and Austin.....	Chicago Great Western Rwy. Co.	17.34	42.75	741.28	9					
141074	West End (n. o.) and West Superior, Wis.	Northern Pacific Rwy. Co....	3.70	80.37	297.36	33					
141075	Winona, Minn., and Osage, Iowa.	Wisconsin, Minnesota and Pacific R. R. Co.	113.22	71.82	8,131.46	6					
141076	Vesda and Sanborn.....	Chicago and Northwestern Rwy. Co.	26.66		700.00	6					Do.
141077	Bingham Lake and Currie.	Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	38.64		1,651.86	6					Do.
141078	Tyler, Minn., and Astoria, S. Dak.	Chicago and Northwestern Rwy. Co.	32.13		1,373.55	6					Do.
141079	Worthington and Hardwick and Northern Rwy. Co.	Burlington Cedar Rapids and Northern Rwy. Co.	85.39		1,512.92	6					Do.
141080	Allen Junction (n. o.) and Kyleth.	Duluth, Missabe and North- ern Rwy. Co.	28.24	47.88	1,352.12	12					
141081	Duluth and Mount Iron....	Duluth, Missabe and North- ern Rwy. Co.	74.20	67.55	5,012.21	6					
141082	Hinckley and Duluth.....	Eastern Rwy. Co. of Minne- sota.	73.16	99.18	7,256.00	14.06					
141083	Red Lake Falls and Thief River Falls.	Great Northern Rwy. Co....	18.85	42.75	784.46	6					
141084	Wolf (n. o.) and Virginia...	Duluth, Missabe and North- ern Rwy. Co.	6.55	46.17	302.41	12					

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C.—Railroad mail service and railway post-office cars as in operation, June 30, 1902—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	IOWA—continued.										
143012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	Miles. { 10.78 170.18	Dollars. 129.98 162.45	29,046.70	16.70	54.60	50.00	2,780.00	2 lines 40 feet.	Dubuque to North McGregor, Iowa. Land grant from near Dubuque to Tete des Morts, 10.78 miles.
143013	Stanwood and Tipton	Chicago and Northwestern Rwy. Co.	8.84	57.29	506.44	15					Land grant.
143014	Davenport and U. P. Transfer (n. o.)	Chicago, Rock Island and Pacific Rwy. Co.	317.93	207.93	66,107.18	27.05	317.80	100.00	31,780.00	2 lines 60 feet.	
143015	Sumner and Junction (n. o.)	do.	6.53	51.30	334.98	12					
143016	Washington and Knoxville	do.	78.74	69.26	5,453.53	6.94					
143017	Davenport, Iowa, and Leavenworth, Kan.	do.	335.72	173.57	58,270.92	13.62	269.02	25.00	6,475.50	1 line 40 feet.	Davenport, Iowa, to Altamont, Mo.
143018	Davenport and Maquoketa	Chicago, Milwaukee and St. Paul Rwy. Co.	43.97	56.43	2,491.22	13.74					
143019	Keokuk and Des Moines	Chicago, Rock Island and Pacific Rwy. Co.	166.26	116.28	19,832.71	14.82					
143020	Farley and Paralia	Chicago, Milwaukee and St. Paul Rwy. Co.	44.05	135.09	5,960.71	9.28					
143021	Dubuque and Sioux City	Illinois Central R. R. Co.	827.27	167.58	54,848.90	16.73	326.94	65.00	21,251.10	{ 1 line 50 feet. 1 line 40 feet.	Land grant.
143022	Mona Junction (n. o.), Iowa, and Lyle, Minn.	do.	76.32	114.57	8,743.98	12					
143023	Beulah and Elkader	Chicago, Milwaukee and St. Paul Rwy. Co.	19.33	49.59	958.57	12					
143024	Clinton and Anamosa	Chicago and Northwestern Rwy. Co.	{ 2.96 69.02 42.01	{ 54.04 67.55 179.55	{ 4,822.25 45,268.13	6					Land grant, Clinton to Lyons, 2.96 miles.
143025	North McGregor, Iowa, and Canton, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	210.60	143.64		12.22	216.40	50.00	11,467.50	2 lines 40 feet.	North McGregor to Spencer, Iowa.
143026	Conover and Decorah	do.	41.63	179.55			25.90	25.00		1 line 40 feet.	Land grant, Calmar to Sheldon, Iowa, 210.60 miles.
143027	Davenport and Jackson Junction.	do.	9.32	147.06	1,370.59	18.50					
		do.	153.79	114.57	17,619.72	9.60					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		IOWA—continued.									Agreement.
143054	Atlantic and Griswold	Chicago, Rock Island and Pacific Rwy. Co.	Miles 15.18	Dollars 47.88	Dollars 726.81	12					
143055	Griswold, Iowa, and Ne- braska City, Neb.	Chicago, Burlington and Quincy Rwy. Co.	70.64	123.98	8,757.94	11.77					
143056	William Junction (n. o.) and Cedar Falls	Chicago Great Western Rwy. Co.	7.50	43.61	327.07	17					
143057	Dows and Armstrong	Burlington, Cedar Rapids and Northern Rwy. Co.	91.74	78.66	7,216.26	12					
143058	Carson and Sidney	Chicago, Burlington and Quincy Rwy. Co.	38.34	44.46	1,704.59	8.55					
143059	Menlo and Guthrie Center ..	Chicago, Rock Island and Pacific Rwy. Co.	14.99	57.29	858.77	12					
143060	Harvey and Des Moines	Wabash R. R. Co.	44.59	148.77	6,683.65	7					
143061	Fraser and Fraser Junction (n. o.)	Marshalltown and Dakota Rwy. Co.	4.00	42.75	171.00	6			1,109.25	1 line 40 feet.	
143062	Mount Zion and Keosauqua ..	Chicago, Rock Island and Pacific Rwy. Co.	5.18	49.59	256.87	24					
143063	Clinton, Iowa, and Rock Is- land, Ill.	Daytonport, Rock Island and Northwestern Rwy. Co.	37.05		1,093.32	6					Do.
143064	Fort Madison and Junction Chicago, Burlington and Quincy Rwy. Co.	Chicago, Burlington and Quincy Rwy. Co.	55.35 15.27	67.55 4.78	3,811.88	6					{ 15.27 miles, lap over route 143066, land grant.
143065	Muscataine and Montezuma ..	Burlington, Cedar Rapids and Northern Rwy. Co.	88.26	92.34	8,149.92	18.80					
143066	Jewell and Carnarvon	Chicago and Northwestern Rwy. Co.	73.68	142.79	10,520.76	12					
143067	Van Wert and Shenandoah ..	Chicago, Burlington and Quincy Rwy. Co.	97.01	73.24	7,299.03	6					
143068	Newburg and State Center ..	Iowa Central Rwy. Co.	26.92	42.75	1,150.83	6					
143069	Des Moines and Oelwein	Chicago Great Western Rwy. Co.	132.01	137.66	18,172.49	20					
143070	Tama and Hawarden	Chicago and Northwestern Rwy. Co.	243.44	165.02	40,172.46	12.92			6,080.00	1 line 40 feet.	
143071	Carroll and Kirkman	do	35.16	68.40	2,404.94	12.50					

143072	Clinton and Ives	Burlington, Cedar Rapids and Northern Rwy. Co.	69.79	62.42	4,356.29	6
143073	Pacific Junction, Iowa, and Plattsmouth, Neb.	Chicago, Burlington and Quincy Rwy. Co.	{ 8.30 2.21	298.22 372.78	1,807.96	27.50
143074	Gowrie and Fraser Junction (n. o.)	Marshalltown and Dakota Rwy. Co.	17.55		450.00	6
143075	Webster City and Lehigh	Crooked Creek Railway and Coal Co.	16.11	42.75	688.70	6
143076	Des Moines and Winterset	Chicago, Rock Island and Pacific Rwy. Co.	43.45	84.65	3,678.04	12
143077	Tara, Iowa, and Omaha, Neb.	Illinois Central R. R. Co.	139.10		5,946.52	6
143078	Hampton and Belmont	Iowa Central Rwy. Co.	22.80	42.75	974.70	6
143079	Marshalltown and Story City	do	38.96	48.74	1,898.91	6
143080	Manning and Audubon	Chicago and Northwestern Rwy. Co.	17.86	54.72	977.29	13
143081	Des Moines and Boone	Chicago, Milwaukee and St. Paul Rwy. Co.	42.93	77.81	3,340.38	18
143082	Winfield and Oskaloosa	Burlington and Western Rwy. Co.	71.19	66.69	4,747.66	6
143083	Clarinda and Northboro	Chicago, Burlington and Quincy Rwy. Co.	18.86	69.26	1,306.24	6
143084	Des Moines, Iowa, and Calneville, Mo.	do	110.93	95.76	10,622.65	9.77
143085	Lake Park, Iowa, and Worthington, Minn.	Burlington, Cedar Rapids and Northern Rwy. Co.	18.86	53.87	1,015.98	6
143086	East Dubuque, Ill., and Dubuque, Iowa	Chicago, Burlington and Quincy Rwy. Co.	2.07	75.24	155.74	38
143087	Stacyville Junction (n. o.) and Stacyville	Illinois Central R. R. Co.	8.01	42.75	342.42	7
143088	Eldora Junction and Alden	Chicago, Iowa and Dakota Rwy. Co.	26.42	47.88	1,284.98	12
143089	Spencer and Fonda	Chicago, Milwaukee and St. Paul Rwy. Co.	44.20		1,893.55	6
143090	Wilton Junction and Muscatine	Chicago, Rock Island and Pacific Rwy. Co.	12.38	71.82	889.13	18
143091	New Sharon and Newton	Iowa Central Rwy. Co.	31.60	42.75	1,350.90	6
143092	Mount Pleasant and Keokuk	Chicago, Burlington and Quincy Rwy. Co.	49.45	47.88	2,367.66	6
143093	Centerville and Albion	Albia and Centerville Rwy. Co.	25.84	44.46	1,148.84	6
143094	Waverly Junction (n. o.) and Waverly	Burlington, Cedar Rapids and Northern Rwy. Co.	5.99	59.00	353.41	25
143095	Garner and Tiltonka	do	27.51		600.00	6
143096	Spencer and Spirit Lake	Chicago, Milwaukee and St. Paul Rwy. Co.	21.65	44.46	982.55	9.61
143097	Mason City and Fort Dodge	Mason City and Fort Dodge R. R. Co.	72.43	49.59	3,591.80	6.90
143098	Sioux City and Manilla	Chicago, Milwaukee and St. Paul Rwy. Co.	90.71	172.71	15,666.52	13

C.—*Railroad mail service and railway post-office cars as in operation June 30, 1902*—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage of railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
IOWA—continued.											
143099	Sioux Falls, S. Dak., and Onawa, Iowa.	Illinois Central R. R. Co.	Miles. 157.64	Dollars. 88.07	Dollars. 13,883.35	6.53	Miles.	Dollars.	Dollars.		
143100	Sioux Falls, S. Dak., and Rockwell City, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	39.01	.....	1,667.67	6	.....	.....	.....		Agreement.
143101	Cedar Rapids and Manchester.	Illinois Central R. R. Co.	42.34	89.78	3,801.28	15	.....	.....	.....
143102	Armstrong and Estherville.	Burlington, Cedar Rapids and Northern Rwy. Co.	18.87	.....	806.69	6	.....	.....	.....		Do.
143103	Des Moines, Iowa, and St. Joseph, Mo.	Chicago Great Western Rwy. Co.	157.40	133.38	20,994.01	20	.....	.....	.....
143104	Fort Dodge and Lehigh.	Mason City and Fort Dodge R. R. Co.	14.84	42.75	634.41	6	.....	.....	.....
143105	Vacant.										
143106	Vacant.										
143107	Tara and Fort Dodge.	Chicago, Rock Island and Pacific Rwy. Co.	6.40	42.75	273.60	6	.....	.....	.....
143108	Malvern and Tabor.	Tabor and Northern Rwy. Co.	9.54	50.45	481.29	12	.....	.....	.....
143109	Sioux City, Iowa, and Garrettsville, S. Dak.	William and Sioux Falls Rwy. Co.	97.63	94.05	9,182.10	9.77	.....	.....	.....
143110	Harvey and Moulton.	Wabash R. R. Co.	51.82	.....	2,215.30	6	51.60	25.00	1,290.00	1 line 40 feet.	Do.
143111	Davenport and Bennett.	Burlington, Cedar Rapids and Northern Rwy. Co.	31.96	42.75	1,366.29	6	.....	.....	.....
143112	Sibley and Gowrie.	Chicago, Rock Island and Pacific Rwy. Co.	110.14	.....	4,708.48	6	.....	.....	.....		Do.
143113	Stark (n. o.) and Buxton.	Chicago and Northwestern Rwy. Co.	20.10	.....	600.00	6	.....	.....	.....		Do.
143114	Oneida and Manchester.	Manchester and Oneida Rwy. Co.	8.17	.....	349.26	6	.....	.....	.....		Do.
143115	Mobile and Sergeant's Bluff.	Chicago and Northwestern Rwy. Co.	20.00	.....	855.00	6	.....	.....	.....		Do.
143116	Manly and Mason City.	Chicago Great Western Rwy. Co.	10.08	.....	430.92	6	.....	.....	.....		Do.
			8,583.23		1,306,103.78				209,234.55		

MISSOURI.

143001	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy. Co.	36.18 263.91	756.50 945.68	306,300.28	34.98	2.89	490.00	8 lines 60 feet; 1 line 50 feet; 2 lines 40 feet.	St. Louis to Tower Grove (n. o.).
143002	Caruthersville, Mo., and Blytheville, Ark.	St. Louis Caruthersville and Memphis R. R. Co.	27.50	825.00	6				5 lines 60 feet; 1 line 50 feet.	Tower Grove (n. o.) to Pleasant Hill.
143003	St. Louis and Seneca	St. Louis and San Francisco R. R. Co.	34.10 292.42	306.09 244.87	82,042.54	14.63	281.93	90.00	25,373.70	Pleasant Hill to Kan- sas City.
143004	St. Louis and Kansas City	Wabash R. R. Co.	276.71	485.64	134,381.44	31.17	144.11	130.00	7 lines 60 feet; 2 lines 50 feet.	Land grant, St. Louis to Pacific, Mo., 36.18 miles.
							38.91	155.00	1 line 60 feet; 2 lines 50 feet; 1 line 40 feet.	Agreement.
							89.69	115.00	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	St. Louis to Moberly.
										Moberly to Bruns- wick.
										Brunswick to Kansas City.
143005	Quincy, Ill., and St. Joseph, Mo.	Chicago, Burlington and Quincy Rwy. Co.	14.73 191.50	276.17 220.98	46,376.07	25.47	170.92	80.00	2 lines 50 feet.	Quincy Ill., to Came- ron, Mo., 170.92 miles.
143006	Kansas City, Mo., and Union Pacific Transfer (n. o.).	do	192.44	316.35	60,878.39	29.30	97.52 94.92	75.00 50.00	3 lines 40 feet. 2 lines 40 feet.	Land grant, Palmyra Junction (n. o.) to St. Joseph, Mo., 191.50 miles.
143007	Moberly, Mo., and Ottumwa, Iowa.	Wabash R. R. Co.	131.03	185.54	24,311.30	14	96.58	25.00	1 line 40 feet.	Kansas City to Na- ppler, Mo.
143008	Versailles and Booneville	Missouri Pacific Rwy. Co.	44.10	68.40	3,016.44	9.46				Nappler Mo., to Union Pacific Transfer (n. o.), Iowa.
143009	Centralia and Columbia	Wabash R. R. Co.	22.12	98.20	2,061.58	21				Moberly, Mo., to Moulton, Iowa.
143010	Kansas City and Cameron	Chicago, Burlington and Quincy Rwy. Co.	55.06	256.21	14,222.20	23.50	54.87	80.00	2 lines 50 feet.	
143011	Sedalia, Mo., and Fort Scott, Kans.	Missouri, Kansas and Texas Rwy. Co.	111.10	240.26	26,692.88	21.90	111.10	65.00	1 line 50 feet; 1 line 40 feet.	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Average num- ber of trips per week.	Author- ized mileage for post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MISSOURI—continued.											
145012	St. Joseph and Henry.....	Atchison, Topeka and Santa Fe Rwy. Co.	<i>Miles.</i> 73.37	<i>Dollars.</i> 69.26	<i>Dollars.</i> 6,081.60	9.41	<i>Miles.</i>	<i>Dollars.</i>			
145013	Brunswick and Pattonsburg.....	Wabash R. R. Co.	80.17	218.88	17,547.60	13	79.57	40.00	3,182.80	1 line 50 feet.	
145014	Hannibal and Sedalia.....	Missouri, Kansas and Texas Rwy. Co.	144.07	144.50	20,818.11	15.86					
145015	Keokuk, Iowa, and Van Wert, Iowa.	Chicago, Burlington and Quincy Rwy. Co.	148.31	126.54	18,767.14	12.72					
145016	Atchison, Kans., and St. Joseph, Mo.	Missouri Pacific Rwy. Co.	22.90	21.38	489.60	24					Lap service over route 145030, Thayer, Mo., to Fort Scott, Kans.
145017	Memphis, Tenn., and Fort Scott, Kans.	St. Louis and San Francisco R. R. Co.	385.30	174.42	67,204.02	14	241.20	25.00	6,080.00	1 line 40 feet.	
145018	Burlington, Iowa, and St. Louis, Mo.	Chicago, Burlington and Quincy Rwy. Co.	221.50	289.85	64,201.77	28.87	221.50	40.00	8,860.00	1 line 50 feet.	
145019	Quincy, Ill., and Pattons- burg, Mo.	Omaha, Kansas City and Eastern R. R. Co.	169.44	133.38	22,599.90	10.72					
145020	Pierce City and Joplin.....	St. Louis and San Francisco R. R. Co.	44.53	196.65	8,756.82	19.24					
145021	Mexico and Cedar City.....	Chicago and Alton Rwy. Co.	50.34	71.82	3,615.41	8.91					
145022	Wann (n. o.), Ill., and Kan- sas City, Mo.	do	301.15	168.44	50,725.70	20.16					
145023	Cuba and Salem.....	St. Louis and San Francisco R. R. Co.	40.45	54.72	2,213.42	6					
145024	Redella, Mo., and Paola, Kans.	Missouri, Kansas and Texas Rwy. Co.	86.72	52.16	4,523.31	6					
145025	Salisbury and Glasgow.....	Wabash R. R. Co.	15.21	42.75	650.22	13					
145026	Crystal City and Silica.....	Crystal Rwy. Co.	3.54	48.74	172.53	22.90					
145027	Carro, Ill., and Poplar Bluff, Mo.	St. Louis, Iron Mountain and Southern Rwy. Co.	73.89	86.87	6,418.82	8.18					Land grant.
145028	St. Joseph and Hopkins.....	Chicago, Burlington and Quincy Rwy. Co.	56.70	138.51	8,269.04	14					
145029	Hannibal and Gilmore.....	St. Louis and Hannibal Rwy. Co.	85.62	78.66	6,731.86	12.78					
145030	St. Joseph and Rushville.....	Chicago, Burlington and Quincy Rwy. Co.	15.88	123.12	1,955.14	14					
145031	Ste. Genevieve and St. Marys.	Chester, Perryville and Ste. Genevieve Rwy. Co.	9.25		385.44	6					Agreement
145032	Atchison, Kans., and Ed- gerton Junction, Mo.	Chicago, Rock Island and Pacific Rwy. Co.	29.63	46.17	1,368.01	12					

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MISSOURI—continued.											
145062	St. Louis and Union.....	St. Louis, Kansas City and Colorado R. R. Co.	Miles 59.40	Dollars. 59.00	Dollars. 3,504.60	7	Miles.	Dollars.	Dollars.		
145063	Grant City and Albany Junction (n. o.).	Chicago, Burlington and Quincy Rwy. Co.	20.34		869.53	6					Agreement.
145064	Nader, Mo., and Rulo, Nebr.	do	9.54	209.48	1,998.43	14	9.50	25.00	237.50	1 line 40 feet.	Do.
145065	Gower and Trimble.....	St. Joseph and Grand Island Rwy. Co.	10.88		465.12	6					
145066	Willow Springs and Grandin	St. Louis and San Francisco R. R. Co.	80.77	62.42	5,041.66	6					
145067	St. Joseph, Mo., and Atchi- son, Mo.	Atchison, Topeka and Santa Fe Rwy. Co.	21.38	72.68	1,553.89	14					
145068	Wabash, Chester, and West- ern R. R. depot in Chester, Ill., and Perryville, Mo.	Chester, Perryville and Ste. Genevieve Rwy. Co.	20.02	52.16	1,044.24	6					
145069	Cassville and Exeter.....	Cassville and Western Rwy. Co.	4.63	52.16	241.50	17.50					
145070	Tower Grove Station (n. o.) and Oak Hill Junction	St. Louis, Oak Hill and Carondelet Rwy. Co.	7.10	737.01	5,232.77	29	7.10	200.00	1,420.00	3 lines 60 feet; 2 lines 40 feet.	
145071	River Side and Doerun.....	Mississippi River and Bonne Terre Rwy. Co.	47.96	73.53	3,526.49	13.66					
145072	Dera and Malden.....	St. Louis Southwestern Rwy. Co.	51.83	82.94	4,298.78	7					
145073	Kansas City and Pattons- burg.	Kansas City and Northern Connecting R. R. Co.	81.04	59.00	4,781.36	13					
145074	St. Louis (Union Depot), Mo., Union Station and East Bridge Junction and East St. Louis, Ill.	Terminal R. R. Association of St. Louis, Mo.	3.85		50,000.00	251					
145075	Rich Hill, Mo., and Fort Scott, Kans.	Fort Scott Central Rwy. Co..	27.63	132.53	3,668.43	7					
145076	Langdon and Rockport....	Rockport, Langdon and Northern Rwy. Co.	6.42	52.16	334.86	14					
145077	Hamilton and Kingston.....	Hamilton and Kingston R. Co.	9.44	42.75	403.56	12					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MISSOURI—continued.											
145102	Walker and Eldorado Springs.	Missouri, Kansas and Texas Rwy. Co.	Miles. 14.86	Dollars. 51.30	Dollars. 763.94	20		Dollars.			
145103	Pawpaw Junction (n. o.) and Portageville.	St. Louis, Memphis and Southeastern R. Co.	13.25	42.75	566.48	7					
145104	Ferguson and Jennings.	Wabash R. Co.	2.44	42.75	104.31	12					
145105	Heunibal and Moberly.	do.	70.71	14.53	1,027.41	7					Lap service over route 145014.
			6,546.62		1,323,246.48				211,972.35		
ARKANSAS.											
147001	Memphis, Tenn., and Bridge Sidling (n. o.), Ark.	Choctaw, Oklahoma and Gulf R. Co.	1.88	83.79	9,006.48	11.61					132 miles land grant.
147002	Little Rock and Helena and Clarendon.	Arkansas Midland R. R. Co.	48.70	46.17	2,248.47	6					
147003	Little Rock and Fort Smith.	Little Rock and Fort Smith Rwy. Co.	166.36	110.80	18,432.68	14					All land grant.
147004	Tripp (n. o.) and Warren.	St. Louis, Iron Mountain and Southern Rwy. Co.	49.23	51.30	2,525.49	7					
147005	Malvern and Hot Springs.	Hot Springs R. R. Co.	22.49	129.11	2,903.68	28					
147006	Brinkley and Jacksonport.	Choctaw, Oklahoma and Gulf R. Co.	61.06	51.30	3,132.37	7.39					
147007	Little Rock and Arkansas City.	St. Louis, Iron Mountain and Southern Rwy. Co.	113.91	114.57	13,050.66	7.27					
147008	Fort Smith and Charleston.	Arkansas Central R. Co.	28.26		900.00	6					
147009	Nashville and Hope.	Arkansas and Louisiana Rwy. Co.	25.49	70.11	1,787.10	13					Agreement.
147010	Gurdon and Eldorado.	St. Louis, Iron Mountain and Southern Rwy. Co.	66.45	67.55	4,498.69	7					
147011	Kennett and West Point.	Seary and Des Arc R. Co.	3.67	45.32	166.33	14.63					
147012	Knobel and Helena.	St. Louis, Iron Mountain and Southern Rwy. Co.	140.86	112.01	15,776.60	11.07					
147013	Seligman, Mo., and Eureka Springs, Ark.	St. Louis and North Arkan- sas R. R. Co.	19.92	88.07	1,754.35	14					

147014	Newport and Cushman.....	St. Louis, Iron Mountain and Southern Rwy. Co.	42.13	72.68	3,062.00	11.28	
147015	McNeil and Magnolia.....	Louisiana and Northwest R. R. Co.	6.66	48.74	324.60	7	
147016	Russellville and Dardanelle.....	Dardanelle and Russellville Rwy. Co.	5.51	62.42	343.93	11.50	
147017	Smithton and Pike.....	Arkansas Southwestern R. R. Co.	32.77	44.46	1,456.95	6	
147018	Rogers and Bentonville.....	St. Louis and San Francisco R. R. Co.	7.00	53.01	371.07	14	Do.
147019	Fort Smith and Fort Smith Junction (n. o.).....	Kansas City Southern Rwy. Co.	16.58	.....	708.79	6	
147020	Pine Bluff and Reydel.....	Pine Bluff and Arkansas River Rwy.	32.56	42.75	1,391.93	6	
147021	Fayetteville and St. Paul.....	St. Louis and San Francisco R. R. Co.	35.60	46.17	1,643.65	7	
147022	Daleville and Fairview.....	Ultima Thule, Philadelphia and Mississippi Rwy. Co.	17.44	42.75	745.56	6	
147023	Memphis, Tenn., and Bald Knob, Ark.....	St. Louis, Iron Mountain and Southern Rwy. Co.	91.28	180.41	16,467.82	24.17	
147024	Jenson and Mansfield.....	St. Louis and San Francisco R. R. Co.	19.01	66.69	1,267.77	14	
147025	Fort Smith and Greenwood.....	St. Louis, Iron Mountain and Southern Rwy. Co.	19.20	46.17	886.46	6	
147026	Little Rock and Althelmer.....	St. Louis Southwestern Rwy. Co.	44.46	68.40	3,041.06	6	Do.
147027	Saginaw Junction (n. o.).....	Saginaw and Ouchita River R. R. Co.	2.50	.....	106.87	6	
147028	Brinkley and Pine City (n. o.).....	Brinkley, Helena and Indian Bay R. R. Co.	24.27	42.75	1,037.54	6	
147029	Texas and Pacific Rwy. Co.	Texas and Pacific Rwy. Co.	28.50	42.75	1,218.37	6	
147030	Stuttgart and Gillett.....	St. Louis Southwestern Rwy. Co.	40.09	42.75	1,713.84	6	
147031	Paragould, Ark., and Cardwell, Mo.....	Paragould Southeastern Rwy. Co.	12.19	42.75	521.12	10.50	
147032	St. Paul and Pettigrew.....	St. Louis and San Francisco R. R. Co.	8.06	.....	344.56	6	Do.
147033	Doddridge and Ida.....	Texas and Pacific Rwy. Co.	6.06	.....	200.00	6	Do.
147034	Eldorado and Junction.....	Arkansas Southern R. R. Co.	17.58	42.75	751.64	6	
147035	Coates (n. o.) and Gregory.....	Choctaw, Oklahoma and Gulf R. R. Co.	6.13	42.75	292.06	6	
147036	Luzora and Deckerville.....	St. Louis and San Francisco R. R. Co.	38.17	.....	1,631.77	6	Do.
147037	Desarc and Higginson.....	Searcy and Des Arc R. R. Co.	20.02	.....	600.00	6	Do.
147038	Pocahontas and Hoxie.....	St. Louis, Memphis and Southeastern R. R. Co.	15.16	42.75	648.09	7	Do.
147039	Vacant.....						
147040	Magnolia, Ark., and Homer, La.....	Louisiana and Northwest R. R. Co.	36.68	.....	1,000.00	6	Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	ARKANSAS—continued.										
147041	St. Louis, Mo., and Poplar Bluff, Mo.	St. Louis, Iron Mountain and Southern Rwy. Co.	165.57	Dollars. 613.89	Dollars. 261,065.89	21.58	Miles. 338.78	Dollars. 200.00	Dollars. 98,062.75	3 lines 60 ft.; 2 lines 40 ft.	Oak Hill Junction (n. o.) and Little Rock.
	Poplar Bluff, Mo., and Texarkana, Ark.		324.62	491.11			144.61	175.00		3 lines 60 ft.; 1 line 40 ft.	Little Rock and Texarkana. Poplar Bluff to Texarkana, land grant, 324.62 miles.
147042	Cairo, Ill., and Texarkana, Ark.	St. Louis Southwestern Rwy. Co.	424.72	168.44	71,539.83	11.57	424.72	25.00	10,618.00	1 line 40 feet...	
147043	Nettleton and Lake City	Jonesboro, Lake City and Eastern R. R. Co.	12.20	42.75	521.55	12					Agreement.
147044	Stamps, Ark., and Clifford, La.	Louisiana and Arkansas R. R.	27.96		1,000.00	6					Do.
147045	Luna Landing and Ham-burg.	Mississippi River, Hamburg and Western Rwy. Co.	38.69		1,200.00	6					Do.
147046	Bentonville and Gravette	St. Louis and San Francisco R. R. Co.	18.67		550.00	6					Do.
147047	Lake City and Leachville	Jonesboro, Lake City and Eastern R. R. Co.	15.25		450.00	6					Do.
147048	Little Rock, Ark., and Wister, Ind. T.	Choctaw, Oklahoma and Gulf R. R. Co.	168.70		7,211.92	6					Do.
147049	Gravette, Ark., and South-west City, Mo.	St. Louis and San Francisco R. R. Co.	11.75		502.31	6					Do.
147050	Searcy and Higginson	Searcy and Des Arc R. R. Co.	4.85		207.33	6					Do.
147051	Paris and Charleston	Arkansas Central R. R. Co.	18.42		552.60	6					Do.
147052	Jonesboro and Nettleton	Jonesboro, Lake City and Eastern R. R. Co.	4.43		189.38	6					Do.
147053	Benton and Hot Springs	Little Rock and Hot Springs Western R. R. Co.	30.60		806.68	6					Do.
147054	Leachville and Manila	Jonesboro, Lake City and Eastern R. R. Co.	6.83		291.98	6					Do.
147055	Freeman Station (n. o.) and Berryville.	St. Louis and North Arkansas R. R. Co.	3.13		133.80	6					Do.
147056	Junction (n. o.) and Harri-son	do	50.23		2,147.33	6					Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	LOUISIANA—continued.										
149019	New Louisville, Ark., and Shreveport, La.	St. Louis Southwestern Rwy. Co.	Miles. 61.37	Dollars. 71.82	Dollars. 4,407.59	9.79	Miles.	Dollars.	Dollars.		
149020	New Orleans and Belair....	Louisiana Southern Rwy. Co.	29.40	42.75	1,256.85	6					
149021	Chattahoochee and Cheneville....	Southern Pacific Co.	23.85	10.26	4,773.14	7					
149022	Chattahoochee and Alexandria....	do.	60.64	14.39	284.13	7					
149023	New Iberia and Iberia and Vermilion Junction (n.o.)....	do.	3.36	53.01	262.53	14					
149024	Minden and Jancville....	Louisiana and Arkansas R.R. New Orleans, Fort Jackson and Grand Lake R. Co.	59.62	43.61	2,854.60	13					
149025	Aiguers and Bursas....	Southern Pacific Co.	23.99	47.88	700.00	6					
149026	Arnaudville and St. Mar- tinville....	do.									
149027	Natchez, Miss., and Bas- trope, La.	New Orleans and North- western Rwy. Co.	101.23	59.85	6,058.61	7					
149028	De Quincy and Lake Charles	Kansas City Southern Rwy. Co.	22.78	48.74	1,110.29	14					
149029	Mandeville Junction (n.o.) and Mandeville....	East Louisiana R. Co.	12.10	42.75	517.27	7					
149030	Lake Charles and Alexan- dria....	Kansas City, Watkins and Gulf Rwy. Co.	100.94	53.01	5,350.82	7					
149031	Shreveport and Coushatta....	Shreveport and Red River Valley Rwy. Co.	46.13		1,972.05	6					Do.
149032	Clifford and Cotton Valley Iberia and Vermilion Junc- tion (n.o.) and Abbeville....	Louisiana and Arkansas R.R. Iberia and Vermilion R. R. Co.	11.14 16.64		398.42 768.26	6 7					Do.
149033	Cotton Valley and Minden....	Louisiana and Arkansas R.R.	18.25		780.18	6					Do.
149034	Stimmsport and Bunkie....	Texas and Pacific Rwy. Co.	25.70	52.16	1,340.51	7					
149035	Junction (n.o.) and Marks- ville....	do.	9.11	42.75	389.45	14					
149036	Emlice and Gueydan....	Southern Pacific Co.	35.08	42.75	1,499.67	6					Do.
149037	Napoleonville and Thibor- deaux....	do.	20.51		876.80	6					Do.
149038	Ecotopinal and Povodras....	Louisiana Southern Rwy. Co.	5.61		239.82	6					Do.
149039	Iberia and Shreveport....	Texas and Pacific Rwy. Co.	37.97		1,139.10	6					Do.
149040	Junction, Ark., and Rus- ton, La.	Arkansas Southern R. R. Co.	38.44		1,643.31	6					Do.
149041	New Roads and Baton Rouge Junction (n.o.)....	Texas and Pacific Rwy. Co.	33.03		1,412.03	6					Do.

25.55 miles lap over
route 149002.

Agreement.

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1903.—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, post- office cars.	Pay per mile for post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	TEXAS—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
150022	Whitesboro and Wichita Falls.	Missouri, Kansas and Texas Rwy. Co. of Texas.	104.41	70.11	7,320.18	7					
150023	Logansport, La., and Houston, Tex.	Houston East and West Texas Rwy. Co.	191.87	92.34	17,717.27	7					
150024	Conroe and Somerville.	Gulf, Colorado and Santa Fe Rwy. Co.	74.39	42.75	3,180.17	7					
150025	Texarkana, Ark., and Gatesville, Tex.	St. Louis Southwestern Rwy. Co. of Texas.	305.27	158.18	48,287.60	12.91					
150026	Gagetown and Round Bay.	International and Northern R. R. Co.	10.40	69.29	720.61	17.50					
150027	Fort Worth and Galveston.	Gulf, Colorado and Santa Fe Rwy. Co.	346.53	141.93	49,183.00	16.38					
150028	Denison and Smithville.	Missouri, Kansas and Texas Rwy. Co. of Texas.	308.73	176.99	54,642.12	38.83					
150029	Rockland and Beaumont.	Texas and New Orleans R. R. Co.	72.97	59.00	4,305.23	7					
150030	Dallas and Denton.	Missouri, Kansas and Texas Rwy. Co. of Texas.	37.84	67.55	2,556.09	7					
150031	Dallas and Kemp.	Texas and New Orleans R. R. Co.	47.28	48.74	2,304.42	6					
150032	Mineola and Troupe.	International and Great Northern R. R. Co.	44.61	48.74	2,174.29	9.99					
150033	Kenedy and Corpus Christi.	San Antonio and Arkansas Pass Rwy. Co.	88.43	88.92	7,863.19	7					
150034	Phelps and Huntsville.	International and Great Northern R. R. Co.	8.39	53.01	444.75	14					
150035	Paris and Weatherford.	Gulf, Colorado and Santa Fe Rwy. Co.	185.59	141.93	27,760.06	14.27					
150036	Rosenberg and Victoria.	New York, Texas and Mexican Rwy. Co.	92.12	115.43	10,653.41	7					
150037	Fort Worth and Taxline.	Fort Worth and Denver City Rwy. Co.	452.27	130.82	59,165.96	7					
150038	Austin and Llano.	Houston and Texas Central R. R. Co.	100.04	82.94	8,297.31	6					
150039	San Antonio and El Paso.	Galveston, Harrisburg and San Antonio Rwy. Co.	622.79	141.08	87,463.21	8.48					
150040	Harwood and Gonzales.	do.	12.63	47.03	593.96	7					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
TEXAS—continued.											
150069	Paris and Commerce.....	Texas Midland R. R.	<i>Miles.</i> 38.06	<i>Dollars.</i> 98.20	<i>Dollars.</i> 10,555.09	14		<i>Dollars.</i>			14.40 miles lap over 150067.
150070	Commerce and Greenville.....	Gulf and Interstate Rwy. Co.	14.40	98.20	1,397.76	7					Agreement.
150071	Greenville and Ennis.....	Gulf, Western Texas Pacific Rwy. Co.	72.56	65.84	3,650.16	7					
150072	Beaumont and High Island.....	Houston and Texas Central R. R. Co.	44.80	43.61	296.23	14					
150073	Victoria and Beeville.....	Texas and Pacific Rwy. Co.	56.44	1.71	122.77	6					Lap service over 150028.
150074	Fairland and Marble Falls.....	San Antonio and Aransas Pass Rwy. Co.	6.77	53.87	2,910.05	6					
150075	Whiteboro and Fort Worth.....	Texas Central R. R. Co.....	54.02	84.65	15,792.90	7					
150076	Austin Junction (n.o.) and Lockhart.....	San Antonio and Aransas Pass Rwy. Co.	186.56	96.62	16,543.27	7.38					
150077	Waco and Albany.....	do.....	171.22	51.30	2,204.35	6					
150078	Skidmore and Alice.....	Wichita Valley Rwy. Co.....	42.97	52.02	2,713.35	6					
150079	Wichita Falls and Seymour.....	Pecos River R. R. Co.....	52.16	76.10	4,126.14	6					Agreement.
150080	Pecos and State Line (n.o.).....	Gulf, Beaumont and Kan- sas City Rwy. Co.	54.22	22.50	961.87	6					
150081	Jasper and Kirbyville.....	Texas and New Orleans R. R. Co.	22.50	900.00	900.00	6					Do.
150082	Athens and Kemp.....	Weatherford, Mineral Wells and Northwestern Rwy. Co.	29.31	66.69	1,552.54	14					Do.
150083	Weatherford and Mineral Wells.....	Missouri, Kansas and Texas Rwy. Co. of Texas.	23.28	2,056.27	2,056.27	6					Do.
150084	Shreveport, La., and Jeffers- on, Tex.....	Cane Belt R. R. Co.....	48.10	471.90	471.90	6					Do.
150085	Bonus and Wharton.....	Rio Grande and Eagle Pass Rwy. Co.	15.73	42.75	1,223.50	6					
150086	Laredo and Minera.....	do.....	28.62	53.01	1,076.63	12					
150087	Anchor and Velasco.....	Velasco, Brazos and North- ern Rwy. Co.	20.31	42.75	822.08	14					Do.
150088	Hearne and Stone City.....	R. R. Co.	19.23	300.00	300.00	6					
150089	Marshall, Timpson and Sa- bine Pass R. R. Co.	do.....	19.04								

No.	Name of the line.	Length, miles.	Capital stock, \$.	Amount paid in, \$.	Assets, \$.	Liabilities, \$.	Net worth, \$.	Notes.
150089	Terrell and Fort Worth	94.27	141.98	13,379.74	13			
150090	Marshall and Harrison	19.00	42.75					
150091	Wharton and Van Vleet	31.86		1,862.01	6			Do.
150092	Eagle Pass, Tex., and Ciudad Fortino, Del. Mexico.	1.62	86.86					
150093	Wharton and Bay City	25.83		774.90	6			Do.
150094	Denison and Sherman	11.30	42.75	483.07	13			
150095	Texhoma, Okla., and Dalhart, Tex.	51.38		1,541.40	6			Do.
150096	Vacant.							Do.
150097	Waco and Bogan	104.30		1,656.39	6			Do.
150098	Silsbee and Conroe	81.09		2,432.70	6			Do.
150099	Dalhart, Tex., and State Line (n. o.) N. Mex.	41.32		1,766.43	6			Do.
150100	Bonham and Denison	29.92		1,279.08	6			Do.
150101	Hutchins and Lancaster	5.12		153.60	6			Do.
150102	Mahl and Rockland	56.06		2,397.42	6			Do.
		9,892.66		1,193,852.87			84,601.96	
153001	Atoka and Coalgate	14.34	51.30	735.64	18			
153002	Seneca, Mo., and Sapulpa, Ind. T.	112.52	85.50	9,620.46	7			
153003	Caney, Kans., and Collinsville, Ind. T.	50.86		1,743.58	6			Do.
153004	Sapulpa and Henryetta	45.30		1,936.57	6			Do.
153005	Fort Smith, Ark., and Coffeyville, Kans.	165.00	83.78	13,823.70	7			
153006	Wister, Ind. T., and Fort Reno, Okla.	216.98	112.86	24,498.36	8.37			
153007	Baxter Springs, Kans., and Miami, Ind. T.	14.62	42.75	625.00	6			
153008	Monett, Mo., and Paris, Tex.	302.67	196.36	60,037.62	17.08	301.85	25.00	1 line 40 feet.
153009	Purcell, Ind. T., and Fort Worth, Tex.	172.05	150.48	25,890.08	14			
	Fort Scott, Kans., and Parsons, Mo.	48.37	242.52					
153010	Chetopa, Kans., and Denison, Tex.	23.61	194.25	77,295.25	14	322.64	65.00	1 line 50 feet; 1 line 40 feet.
		251.07	242.82					23.61 miles, land grant.

3.61 miles, land grant.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1908—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	INDIAN TERRITORY—cont'd.										
153011	Kansas City, Mo., and Belt Junction (n. o.), Mo. and Grand View, Mo., and Port Arthur, Tex.	Kansas City Southern Rwy. Co.	Miles. 12.00 11.50 763.91	Dollars. 114.57 17.96 114.57	Dollars. 89,102.54	9.31					11.50 miles lap over 145035.
153012	Henryetta, Ind. T., and Denison, Tex.	St. Louis and San Francisco R. R. Co.	153.81		6,575.37	6					Agreement.
153013	Southwest City, Mo., and Grove, Ind. T.	do.	12.73		544.20	6					Do.
153014	Miami and Alton	do.	14.64		625.86	6					Do.
			2,885.98		313,045.23				28,517.85		
	OKLAHOMA TERRITORY.										
154001	Sapulpa, Ind. T., and Oklahoma, Okla.	St. Louis and San Francisco R. R. Co.	108.67		4,431.89	6					Do.
154002	Tecumseh Junction (n. o.) and Tecumseh.	Choctaw, Oklahoma and Gulf R. R. Co.	5.22	54.72	285.63	14					
154003	Arkansas City, Kans., and Purcell, Ind. T.	Archison, Topeka and Santa Fe Rwy. Co.	154.48	196.65	30,373.49	14	153.87	25.00	3,846.75	1 line 40 feet.	
154004	Clown, Kans., and Panhandle, Tex.	do.	217.13	90.63	19,678.49	6.84					
154005	Fort Reno and Weatherford.	Choctaw, Oklahoma and Gulf R. R. Co.	46.52	87.21	4,057.00	7					
154006	Medford and Blackwell.	Archison, Topeka and Santa Fe Rwy. Co.	26.00	66.69	1,753.94	13					
154007	Chickasha, Ind. T., and Andarko, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	19.30		600.00	6					Do.
154008	Andarko and Mount View.	do.	34.41		900.00	6					Do.
154009	Hanewell, Okla., and Tonkawa, Okla.	Archison, Topeka and Santa Fe Rwy. Co.	25.43		1,067.13	6					Do.
154010	Arkansas City, Kans., and Blackwell, Okla.	St. L. and San Francisco R. R. Co.	23.62		1,009.75	6					Do.
154011	Blackwell and Ponca	Archison, Topeka and Santa Fe Rwy. Co.	16.79		717.77	6					Do.

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars. Miles.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
KANSAS—continued.											
155011	Newton and Arkansas City.	Atchison, Topeka and Santa Fe Rwy. Co.	73.02	245.39	19,390.71	21.37	78.37	25.00	1,969.25	1 line 40 feet..	
155012	Atchison, Kans., and Co- lumbus, Nebr.	Chicago, Burlington and Quincy Rwy. Co.	223.67	138.51	30,980.53	11.10	102.50	25.00	2,562.50	1 line 40 feet..	Rulo to Lincoln.
155013	Leavenworth and Milton- vale	Western Rwy. Co.	165.99	64.13	10,644.93	6					
155014	Blaine and Westmoreland	Kansas Southern Rwy. Co.	8.98		331.75	6					
155015	Junction City and Concordia	Union Pacific R. Co.	71.45	81.23	5,803.88	12					
155016	Atwood and St. Francis.	Chicago, Burlington and Quincy Rwy. Co.	44.28		1,892.97	6					Agreement. Do.
155017	Florence and Winfield.	Atchison, Topeka and Santa Fe Rwy. Co.	74.38	86.36	6,423.45	7.91					Lap service over route 155008.
155018	Kansas City, Mo., and Paola Station (n. o.).	Missouri, Topeka and Texas Rwy. Co.	43.01	74.38	8,199.06	14					
155019	Card Junction, Mo., and Wichita, Kans.	St. Louis and San Francisco R. R. Co.	177.29	170.15	30,165.89	14					
155020	Girard, Kans., and Joplin, Mo.	do.	39.13	120.56	4,717.51	8.75					
155021	Waterville and Washington.	Central Branch Rwy. Co.	20.67	140.22	2,888.34	15.81					
155022	Greenleaf and Lenora.	do.	180.24	127.40	22,962.57	10.37					
155023	Emporia and Moline.	Atchison, Topeka and Santa Fe Rwy. Co.	84.38	55.58	4,689.84	7.43					
155024	Cherryvale and Arcadia.	St. Louis and San Francisco R. R. Co.	73.96	67.55	4,986.99	8.01					
155025	Solomon and Beloit.	Union Pacific R. Co.	57.88	91.49	5,295.44	12					
155026	Atchison and Topeka.	Atchison, Topeka and Santa Fe Rwy. Co.	51.04	95.76	4,887.59	14.08					Land grant.
155027	Yuma (n. o.) and Warwick.	Central Branch Rwy. Co.	30.65	43.61	1,336.64	6					
155028	Salina and McPherson.	Union Pacific R. Co.	36.58	47.03	1,720.35	6					
155029	Downs and Alton.	Central Branch Rwy. Co.	23.89	94.05	2,246.85	13					
155030	Florence and Ellinwood.	Atchison, Topeka and Santa Fe Rwy. Co.	99.20	67.55	6,700.95	7.98					
155031	Paola and Leroy.	Missouri Pacific Rwy. Co.	58.26	165.87	9,663.58	14					
155032	Jamestown and Burr Oak.	Central Branch Rwy. Co.	33.84	58.14	1,967.45	12					
155033	Oswatimie and Ottawa.	Missouri Pacific Rwy. Co.	21.11	148.77	3,140.53	7					
155034	Burlingame and Alma.	Atchison, Topeka and Santa Fe Rwy. Co.	35.84	47.88	1,716.01	6					
155035	Augusta and Kiowa.	do.	107.27	122.27	13,115.90	7.80					

				243.85	132.53	32,317.44	12.29		
155036	Fort Scott and Kiowa	Kansas and Colorado Pacific Rwy. Co.							
155037	Vacant.								
155038	Leavenworth and Meriden Junction (n.o.).	Leavenworth and Topeka Rwy. Co.		55.31	55.58	2,518.32	6		
155039	Pittsburg and Longton.....	Atchison, Topeka and Santa Fe Rwy. Co.		99.33	50.45	5,011.19	7.50		
155040	Atchison, Kans., and Omaha, Nebr.	Missouri Pacific Rwy. Co.....		164.21	144.50	23,728.34	11.22		
155041	Ottawa and Emporia.....	Atchison, Topeka and Santa Fe Rwy. Co.		56.34	171.00	9,634.14	10.38		
155042	Wichita and Pratt.....	do.		80.26	59.85	4,803.56	6.64		
155043	Weir City Junction (n.o.) and Mackie Station (n.o.).	Kansas City, Fort Scott and Memphis R. Co.		7.00	44.46	311.22	17.70		
155044	Lawrenceburg and Belleville.	Union Pacific R. R. Co.....		17.36	59.85	1,039.00	12		
155045	Butler, Mo., and Madison, Kans.	Kansas and Colorado Pacific Rwy. Co.		108.93	46.17	5,029.29	6		
155046	Eldorado and McPherson	do.		62.51	43.61	2,726.06	6		
155047	Alton and Stockton	Rooks County R. R. Co.		19.09	82.94	1,583.32	13		
155048	Attica and Medicine Lodge.	Atchison, Topeka and Santa Fe Rwy. Co.		21.58	48.74	1,051.80	12		
155049	Beaumont and Arkansas City.	St. Louis and San Francisco R. R. Co.		57.55	52.16	3,001.80	10.50		
155050	Arkansas City and Anthony.	Kansas Southwestern R. R. Co.		60.62	45.82	2,747.29	6		
155051	Wichita and Geneseo.....	Kansas and Colorado Pacific Rwy. Co.		88.14	89.78	7,913.20	14		
155052	Hutchison and Kinsley	Atchison, Topeka and Santa Fe Rwy. Co.		84.37	329.18	27,772.91	18.50	84.03	50.00
155053	Independence and Cedarvale.	do.		56.06	60.71	3,403.40	7		4,201.50
155054	Vacant.								1 line 60 feet.
155055	Quenemo and Osage City	do.		20.63	42.75	881.93	12		
155056	Chetopa and Larned	Kansas and Colorado Pacific Rwy. Co.		273.55	70.11	19,178.59	6.88		
155057	Salina and Oakley	Union Pacific R. R. Co.....		226.06	65.84	14,883.13	6		
155058	Vacant.								
155059	Greatbend and Scott	Atchison, Topeka and Santa Fe Rwy. Co.		121.24	52.16	6,323.87	6		
155060	Topeka and Fort Scott	Kansas and Colorado Pacific Rwy. Co.		130.42	63.27	8,251.67	6		
155061	Larned and Jetmore	Atchison, Topeka and Santa Fe Rwy. Co.		46.94	42.75	2,006.68	6		
155062	Vacant.								
155063	Leroy and Dearing	Missouri Pacific Rwy. Co.....		81.63	129.11	10,539.24	14		
155064	Vacant.								
155065	Little River and Holyrood.	Atchison, Topeka and Santa Fe Rwy. Co.		26.50	42.75	1,182.87	6		
155066	Vacant.								
155067	Ottawa, Kans., and Townier, Colo.	Kansas and Colorado Pacific Rwy. Co.		407.41	137.66	56,084.06	7.58		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
KANSAS—continued.											
155068	Mulvane and Englewood	Atchison, Topeka and Santa Fe Rwy. Co.	Miles, 167.04	Dollars, 67.55	Dollars, 11,283.55	6	Miles.	Dollars.	Dollars.		
155069	Benedict and Madison	.....do.....	46.22	42.75	1,975.90	6					
155070	Vacant.	Kansas and Colorado Pacific Rwy. Co.	10.41	42.75	445.02	10.50					
155071	Hosington and Greatbend.	Atchison, Topeka and Santa Fe Rwy. Co.	25.60	42.75	1,094.40	12					
155072	Colony and Yates Center.										
155073	Vacant.										
155074	Vacant.										
155075	St. Joseph, Mo., and Liberal, Kans.	Chicago, Rock Island and Pacific Rwy. Co.	434.69	160.74	69,872.07	11.64	33.00	75.00	4,945.00	3 lines 40 feet.	North Topeka Station (n. o.) to McFarland, Kans.
155076	Horton, Kans., and Nelson, Nebr.	.....do.....	166.53	77.81	12,957.69	6.51	49.40	50.00		2 lines 40 feet.	McFarland to Herington, Kans.
155077	Bazaar and Barnard	Atchison, Topeka and Santa Fe Rwy. Co.	131.96	88.92	11,733.88	18.87					
155078	Roper and Peru Junction	Missouri Pacific Rwy. Co.	51.77	48.74	2,523.26	6					
155079	Kansas City, Mo., and Virginia, Nebr.	Kansas City Northwestern R. R. Co.	162.17	96.76	15,529.39	7.12					
155080	Burlington and Gridley	Atchison, Topeka and Santa Fe Rwy. Co.	11.10	42.75	474.52	6					
155081	Olcott and Iuka	Kansas Southwestern Rwy. Co.	20.08	42.75	858.42	6					
155082	Herington, Kans., and Terral, Ind. T.	Chicago, Rock Island and Pacific Rwy. Co.	348.44	188.96	65,841.22	11.99					
155083	Coreyville and Paola	Missouri, Kansas and Texas Rwy. Co.	125.08	173.57	21,710.13	13.74	123.10	50.00	6,155.00	21 lines 40 feet	Herington and Caldwell, Kans.
155084	Vacant.										
155085	Vacant.										
155086	Vacant.										
155087	Wichita and Ellsworth										
155088	Manchester, Kans., and Superior, Nebr.	St. Louis and San Francisco R. R. Co.	104.60	64.13	6,707.99	7					
		Atchison, Topeka and Santa Fe Rwy. Co.	81.36	76.96	6,280.65	6					

Year	Location	Company	Length (miles)	Cost (\$)	Rate (cents per mile)	Notes
187024	Fairmont and Chester.....	Chicago, Burlington and Quincy Rwy. Co.....	47.98	67.56	3,241.04	12
187025	Genoa and Cedar Rapids.....	Union Pacific R. R. Co.....	30.82	59.00	1,818.38	12
187026	Dewitt and Superior.....	Chicago, Burlington and Quincy Rwy. Co.....	86.85	68.40	5,872.14	6
187027	Alliance, Nebr., and Guernsey.....	do.....	129.16		4,036.25	6
187028	Odell, Nebr., and Concordia, Kans.....	do.....	72.31	58.14	4,204.10	6
187029	Hastings and Oxford.....	do.....	105.75	124.83	13,200.77	9.63
187030	Kennett and Kearney.....	do.....	24.66	54.72	1,349.39	12
187031	Vacant.....	do.....				
187032	Republican City, Nebr., and Oberlin, Kans.....	do.....	78.73	59.85	4,711.99	6
187033	St. Paul and Loup.....	Union Pacific R. R. Co.....	39.61	42.75	1,683.32	12
187034	Vacant.....	do.....				
187035	Chadron, Nebr., and Casper, Wyo.....	Fremont, Elkhorn and Missouri Valley R. R. Co.....	138.31	69.26	13,388.65	6
187036	Lincoln, Nebr., and Edgebrook, S. Dak.....	Chicago, Burlington and Quincy Rwy. Co.....	472.00	188.96	89,189.12	9.47
187037	Fremont and Lincoln.....	Fremont, Elkhorn and Missouri Valley R. R. Co.....	52.36	131.67	6,894.24	18.16
187038	Vacant.....	do.....				
187039	Plattsmouth and Ashland.....	Chicago, Burlington and Quincy Rwy. Co.....	31.01	140.22	4,348.22	9.71
187040	Union and Lincoln.....	Missouri Pacific Rwy. Co.....	47.72	102.60	4,896.07	15.65
187041	Scribner and Oakdale.....	Fremont, Elkhorn and Missouri Valley R. R. Co.....	115.65	70.97	8,207.68	6.55
187042	Holdrege, Nebr., and Cheyenne, Wyo.....	Chicago, Burlington and Quincy Rwy. Co.....	336.82	63.27	21,310.60	6
187043	Edgar and Holdrege.....	do.....	90.93	53.87	4,359.69	6
187044	Aurora and Hastings.....	do.....	27.60	54.72	1,510.28	6
187045	Fairfield and Stromsburg.....	Kansas City and Omaha Rwy. Co.....	65.48	53.87	3,527.40	8.84
187046	Orleans, Nebr., and Atwood, Kans.....	Chicago, Burlington and Quincy Rwy. Co.....	92.98	59.00	5,488.32	6
187047	Vacant.....	do.....				
187048	Gilmore Junction (n. o.) and Auburn.....	Missouri Pacific Rwy. Co.....	59.41	166.73	9,905.42	16.68
187049	Aurora and Areadia.....	Chicago, Burlington and Quincy Rwy. Co.....	89.98	68.40	6,154.63	6
187050	Fairbury, Nebr., and Colorado Springs, Colo.....	Chicago, Rock Island and Pacific Rwy. Co.....	453.08	192.38	87,163.53	13.92
187051	Omaha and Arlington.....	Fremont, Elkhorn and Missouri Valley R. R. Co.....	28.75	151.34	4,351.02	13.50
187052	Platte River Junction (n. o.) and Hastings.....	do.....	119.96	86.50	10,256.58	6
187053	Fairfield and Alma.....	Kansas City and Omaha Rwy. Co.....	87.42	51.30	4,494.64	6
187054	Fairbury and McCool Junction (n. o.).....	do.....	50.68	47.08	2,393.46	6

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEBRASKA—continued.											
157055	Palmer and Burwell.....	Chicago, Burlington and Quincy Rwy. Co.	Miles. 69.32	Dollars. 47.88	Dollars. 3,319.04	6	Miles.	Dollars.	Dollars.		
157066	Linwood and Superior.....	Fremont, Elkhorn and Mis- souri Valley R. R. Co.	122.70	62.55	8,288.38	6					
157067	Ashland and Schuyler.....	Chicago, Burlington and Quincy Rwy. Co.	50.23	48.74	2,442.21	6					
157068	Vacant.										
157069	Talmage and Crete.....	Missouri Pacific Rwy. Co....	58.45	53.87	3,148.70	6					
157060	Wayne and Bloomfield.....	Chicago, St. Paul, Minneap- olis and Omaha Rwy.	42.99	64.98	2,783.49	12					
157061	Greeley and Ericson.....	Chicago, Burlington and Quincy Rwy. Co.	18.69	42.75	798.99	6					
157062	Sioux City, Iowa, and O'Neill, Nebr.....	Chicago, Burlington and Quincy Rwy. Co.	130.80	78.66	10,288.72	11.50					
157063	Keane and Callaway.....	Union Pacific Rwy. Co.	65.88	53.01	3,492.29	6					
157064	Union Pacific Transfer (n. Nebr. Iowa, and Albright, Albright and Jansen, Culbertson and Imperial.....	Chicago, Rock Island and Pacific Rwy. Co.	7.40	20.52	12,971.09	20					7.40 miles lap over 157001.
157065	Vacant.	Chicago, Burlington and Quincy Rwy. Co.	104.12	128.12	2,152.15	6					
157066	Vacant.		49.35	43.61							
157067	Vacant.										
157068	Vacant.										
157069	Vacant.										
157070	Vacant.										
157071	Vacant.										
157072	Vacant.										
157073	Vacant.										
157074	California, Iowa, and Fre- mont, Nebr.	Sioux City and Pacific R. R. Co.	32.11	228.29	7,380.39	18.08	31.56	40.00	1,285.20	1 line 50 feet.	
157075	Omaha and Gilmore Junc- tion (n. o.).	Missouri Pacific Rwy. Co....	9.18	40.19	368.93	14					Lap over route 157001.
					1,565,581.96				266,510.45		

SOUTH DAKOTA.									
159001	Sioux City, Iowa, and Edge- ley, N. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	880.46	188.51	45,770.62	7.57			
159002	Canton and Chamberlain	do.	146.85	115.43	16,950.89	6			
159003	Vacant.	do.							
159004	Sioux Falls Junction (n. o.) and Woonsocket.	do.	88.15	74.89	6,185.62	6			
159005	Marion and Running Water.	do.	62.50	68.40	4,275.00	6			
159006	Napa Station (n. o.) and Platte.	do.	82.59		3,580.72	6			Agreement.
159007	Vacant.								
159008	Brookings and Watertown	Chicago and Northwestern Rwy. Co.	48.12	75.24	3,620.54	12			
159009	Bowdle and Evans	Chicago, Milwaukee and St. Paul Rwy. Co.	40.77		1,742.91	6			Do.
159010	Centerville and Yankton	Chicago and Northwestern Rwy. Co.	29.24	42.75	1,250.01	12			
159011	Millbank and Sisseton	Chicago, Milwaukee and St. Paul Rwy. Co.	37.80		1,615.95	6			Do.
159012	Oakes, N. Dak., and Huron, S. Dak.	Chicago and Northwestern Rwy. Co.	186.55	101.75	13,998.96	6			
159013	Watertown and Gettysburg	do.	146.95	66.69	9,800.09	6			
159014	Tripp and Armour	Chicago, Milwaukee and St. Paul Rwy. Co.	20.26	66.84	1,333.91	6			
159015	Eureka and Orient	do.	67.77	53.01	3,592.48	6			Do.
159016	Harlem, N. Dak., and An- dover, S. Dak.	do.	55.81		2,385.87	6			
159017	Madison and Bristol	do.	108.54	76.95	7,987.40	6			
159018	Doland and Groton	Chicago and Northwestern Rwy. Co.	39.26	51.30	2,014.03	6			
159019	Sioux Falls and Mitchell	Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	72.29	61.56	4,450.17	6			
159020	Elkton and Pierre	Chicago and Northwestern Rwy. Co.	207.99	132.53	27,564.91	9.08			
159021	Watertown and Huron	Dak. Rwy. Co.	70.67	45.82	3,202.76	6			
159022	Havard, Iowa, and Ire- quias, S. Dak.	Chicago and Northwestern Rwy. Co.	126.50	128.25	16,223.62	8.36			
159023	Lead and Piedmont	Black Hills and Fort Pierre R. R. Co.	37.61	71.82	2,701.15	7			
159024	Deadwood and Edgemont	Chicago, Milwaukee and St. Paul Rwy. Co.	107.04	83.79	8,968.88	7.19			
159025	Buffalo Gap and Hot Springs	Freemont Elkhorn and Mis- souri Valley R. R. Co.	13.98	48.74	678.94	14			
159026	Ortonville Minn., and Bow- dle, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	167.47	172.71	28,923.74	6.80			Ortonville and Aber- deen.
159027	Minicopa and Hot Springs.	Chicago, Burlington and Quincy Rwy. Co.	13.50	42.75	577.12	14			
159028	Vacant.								

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
SOUTH DAKOTA—continued.											
159029	Whitewood and Belle- fourche.	Fremont, Elkhorn and Mis- souri Valley R. R. Co.	<i>Miles.</i> 18.93	<i>Dollars.</i> 50.45	<i>Dollars.</i> 956.01	6	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
159030	Vacant.										
159031	Sioux Falls and Yankton.	Willmar and Sioux Falls Rwy. Co.	62.40	73.53	4,588.27	6					
159032	Vacant.										
159033	Pluma and Lead	Chicago, Burlington and Quincy Rwy. Co.	1.66	42.75	70.96	14					
			<u>2,331.60</u>		<u>224,885.48</u>				<u>4,388.00</u>		
NORTH DAKOTA.											
161001	Casselton and Hope	Great Northern Rwy. Co.	39.92	42.75	1,706.58	6					
161002	Grand Forks and Neche	do	79.66	182.97	14,576.39	7					
161003	Breckenridge, Minn., and Hannah, N. Dak.	do	227.82	123.96	28,245.12	6.02	79.54	40.00	3,181.60	1 line 50 feet.	Agreement.
161004	Cooperstown and McHenry	Northern Pacific Rwy. Co.	26.70		1,141.42	6					
161005	Fargo and Edgeley	do	110.41	73.53	8,118.44	6					
161006	Jameson and Carrington	do	43.69	53.87	2,333.58	6					
161007	Sanborn and Cooperstown	do	37.23	46.17	1,718.90	6					
161008	Fargo, N. Dak., and Orton- ville, Minn.	Chicago, Milwaukee and St. Paul Rwy. Co.	119.42	79.52	9,496.27	6					
161009	Bismarck and Washburn	Bismarck, Washburn and Great Falls Rwy. Co.	45.22		1,988.14	6					Do.
161010	Fargo, N. Dak., and Spo- kane, Wash.	Great Northern Rwy. Co.	1,231.85	238.55	293,857.81	8.39	78.12	90.00		1 line 60 feet; 1 line 60 feet.	Fargo to Grand Forks, N. Dak.
							236.35	50.00	34,564.70	1 line 60 feet.	Grand Forks to Mi- not, N. Dak.
							430.41	40.00		1 line 50 feet.	Minot, N. Dak., to Havre, Mont.
161011	Tintah Junction (n. o.), Minn., and Aberdeen, S. Dak.	do	119.30	65.84	7,854.71	6					Agreement.
161012	Churchs Ferry and St. John	do	55.05		2,363.38	6					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MONTANA—Continued.											
163016	Pacific Junction (n. o.) and Great Falls.	Great Northern Rwy. Co. . . .	Miles. 115.34	Dollars. 134.24	Dollars. 15,483.24	7	Miles.	Dollars.	Dollars.		
163017	Desmet, Mont., and Wallace, Idaho.	Northern Pacific Rwy Co. . . .	128.43	54.72	7,027.68	6					
163018	Summit Station (n. o.) and Martinsdale.	Montana R. R. Co.	20.00		855.00	6					Agreement.
163019	Great Falls and Canadian Line (n. o.).	Great Falls and Canada Rwy. Co.	134.80	42.75	5,762.70	6					
163020	Martinsdale and Harlowton.	Montana R. R. Co.	24.52		1,048.28	6					Do.
163021	Toluca Station (n. o.), Mont., and Cody, Wyo.	Chicago, Burlington and Quincy Rwy. Co.	130.99		5,599.82	6					Do.
			1,455.28		140,538.19				8,212.00		
WYOMING.											
164001	Granger, Wyo., and Hunt- ington, Oreg.	Oregon Short Line R. R. Co. . .	541.48	288.14	156,022.04	7	{ 214.36 323.98	{ 50.00 62.50	{ 31,151.12 41,151.12	{ 1 line 60 feet. 1 line 60 feet; 1 line 40 feet.	Granger, Wyo., and Pocatello, Idaho. Pocatello and Hunt- ington, Oreg.
164002	Cheyenne and Orin	Colorado and Southern Rwy. Co.	153.97	65.84	10,137.38	6					
164003	Vacant.										
164004	Edgemont, S. Dak., and Bil- lings, Mont.	Chicago, Burlington and Quincy Rwy. Co.	365.89	154.76	56,625.13	7	365.70	50.00	18,285.00	1 line 60 feet.	Edgemont and Bil- lings. Agreement.
164005	Bellevue, S. Dak., and Aladdin, Wyo.	Wyoming and Missouri Riv- er R. R. Co.	18.19		600.00	6					
164006	Newcastle and Custer	Chicago, Burlington and Quincy Rwy. Co.	7.19	42.75	307.37	6					
164007	Junction and Sunrise	Colorado and Wyoming Rwy. Co.	14.35		613.46	6					Do.
164008	Moyer Junction (n. o.) and Cumberland.	Oregon Short Line R. R. Co. . .	16.85		400.00	6					Do.
			1,117.92		224,705.38				49,436.12		

COLORADO.									
165001	Pueblo and Trinidad	Denver and Rio Grande R. Co.	91.78	101.75	9,338.61	7			
165002	Brighton and Boulder	Union Pacific R. R. Co.	27.98	42.75	1,194.00	6			
165003	Denver and Fort Collins	Colorado and Southern Rwy. Co.	75.08	139.87	10,483.89	14.78			
165004	Mears (n. o.), Colo., and Espanola, N. Mex.	Denver and Rio Grande R. Co.	194.50	112.86	21,961.27	6.50			
165005	Denver and Leadville	Colorado and Southern Rwy. Co.	152.33	118.85	18,104.42	11.26			
165006	Lajunta, Colo., and El Paso, Tex.	Atchison, Topeka and Santa Fe Rwy. Co.	601.94	250.42	150,796.00	10.08	347.50	40.00	Lajunta to Albuquerque. Albuquerque to Lajunta Junction (n. o.).
165007	Denver, Colo., and Cheyenne, Wyo.	Union Pacific R. R. Co.	107.62	212.90	22,912.29	21.65	12.56	25.00	(1 line 50 feet.. 1 line 40 feet..)
165008	Louisville Junction (n. o.) and Lafayette.	Colorado and Southern Rwy. Co.	6.24	42.75	286.76	14			
165009	Boulder and Ward	Colorado and Northwestern Rwy. Co.	26.50	20.62	1,132.87	6			Agreement.
165010	Colorado Springs and Pueblo.	Colorado and Southern Rwy. Co.	43.44	54.72	891.38	6			Lap over route 165035.
165011	Cucharas and Creede	Denver and Rio Grande R. Co.	150.88	54.72	8,253.41	7.60			
165012	Salida and Grand Junction.	do.	209.41	123.96	25,962.65	27.10			
165013	Edith, Colo., and Lumberton, N. Mex.	Rio Grande and Pecos Springs R. R. Co.	6.08		25,257.78	6			
165014	Carbondale and Redstone.	Crystal River R. R. Co.	16.91		722.90	6			Agreement.
165015	Como and Alma	Colorado and Southern Rwy. Co.	33.20	44.46	1,476.07	7			Do.
165016	Gunnison and Crested Butte	Denver and Rio Grande R. Co.	28.48	42.75	1,217.52	6			
165017	Julesburg and Lasalle	Union Pacific R. R. Co.	150.96	107.73	16,262.92	7			
165018	Glenwood Springs and Aspen.	Denver and Rio Grande R. Co.	41.66	49.59	2,065.91	14			
165019	Denver and Newcastle	do.	394.99	214.61	82,622.70	21.43			
165020	Argo Junction (n. o.) and Silver Plume.	Colorado and Southern Rwy. Co.	51.64	112.01	6,784.19	13			
165021	Forks Creek and Central City.	do.	11.29	76.95	868.76	13			
165022	Sheridan Junction (n. o.) and Morrison.	do.	9.67	42.75	413.39	6			
165023	Denver and Manitou Junction (n. o.).	do.	82.25	108.59	8,931.62	15.10			
165024	Gladstone and Silverton	Silverton, Gladstone, and Northern R. R. Co.	7.24		309.51	6			Do.
165025	Manitou Junction (n. o.) and Colorado Springs.	Colorado and Southern Rwy. Co.	8.97	57.29	513.89	21			
165026	Dickey Station (n. o.) and Dillon.	do.	2.99	42.75	127.82	14			
165027	Greeley and Fort Collins	do.	25.15	78.66	1,978.29	7			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

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			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
COLORADO—continued.											
165028	Denver and Lyons	Chicago, Burlington and Quincy Rwy. Co.	48.96	60.71	2,972.36	6					
165029	Redstone and Placita	Crystal River R. R. Co.	3.50		149.62	6					
165030	Colorado Springs and Man- itou.	Denver and Rio Grande R. R. Co.	5.59	59.85	334.56	24.50					
165031	Oro Junction (n. o.) and Canon City.	Canon City and Cripple Creek R. R. Co.	7.71		329.60	6					Do.
165032	Pagosa Junction and Pa- gosa Springs.	Rio Grande, Pagosa and Northern R. R. Co.	31.25		1,385.93	6					Do.
165033	Colorado Springs and Crip- ple Creek.	Colorado Springs and Cripple Creek District Rwy. Co.	46.59		1,991.72	6					Do.
165034	Colorado Springs and Aspen Creek.	Colorado Midland Rwy. Co.	215.46	112.01	24,133.67	16.80					
165035	Denver and La Junta	Atchison, Topeka and Santa Fe Rwy. Co.	181.82	165.61	28,293.01	16.87					
165036	Townier and Pueblo	Kansas and Colorado Pacific Rwy. Co.	150.53	127.40	19,177.52	7					
165037	Montrose and Ouray	Denver and Rio Grande R. R. Co.	36.51	101.75	3,714.89	7					Do.
165038	Texas Creek Junction (n. o.) and Westcliffe. ....	.....do.....	25.38		1,084.99	6					
165039	Basalt and Newcastle	Colorado Midland Rwy. Co.	36.81	42.75	1,573.62	7					
165040	Military Junction (n. o.) and Fort Logan.	Denver and Rio Grande R. R. Co.	1.76	42.75	75.24	14					
165041	Lake Junction (n. o.) and Lake City. ....	.....do.....	36.11	46.17	1,667.19	6					
165042	Newcastle and Grand Junc- tion. ....	.....do.....	77.53	162.45	12,594.74	14					
165043	Vance and Telluride	Rio Grande Southern R. R. Co.	7.63	53.01	404.46	14					
165044	Vacant. ....	.....do.....									
165045	Ridgway and Durango .....	.....do.....	162.53	59.00	9,589.27	7					
165046	Cardiff and Gulch	Colorado Midland Rwy. Co.	13.13	42.75	646.80	6					
	Pueblo and Cucharas .....	.....do.....	43.61	38.47							
165047	Cucharas and Walsenburg Junction (n. o.).	Colorado and Southern Rwy. Co.	5.67	67.55	6,782.60	7					Pueblo to Cucharas, lap over 165041. Cucharas to Walsen- burg Junction (n. o.), lap over 165041.
	Walsenburg Junction (n. o.) and Trinidad. ....	.....do.....	42.02	106.88							

165048	Moffat and Crestone.....	Denver and Rio Grande R. R. Co.	12.11	517.70	6	Agreement.
165049	Vacant.					
165050	Cameron and Victor.....	Colorado Springs and Cripple Creek District Rwy. Co.	5.51	235.55	6	Do.
165051	Vacant.					
165052	Vacant.					
165053	Vacant.					
165054	Vacant.					
165055	Vacant.					
165056	Vacant.					
165057	Vacant.					
165058	Limon Station (n. o.) and Denver.	Chicago, Rock Island and Pacific Rwy. Co.	90.39	1,854.80	6	Lapover route 155001.
165059	Florence and Cripple Creek.	Florence and Cripple Creek R. R. Co.	40.63	3,821.25	14	
165060	Divide and Cripple Creek..	Midland Terminal Rwy. Co.	31.02	2,811.34	21	
165061	Victor and Goldfield	Golden Circle R. R. Co.....	1.38	58.99	6	Agreement.
NEW MEXICO.			3,918.17	520,974.14		
167001	Lamy and Santa Fe	Atchison, Topeka and Santa Fe Rwy. Co.	18.81	1,285.80	15	
167002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R. Co.	217.03	22,062.80	7	
167003	Ialeta Junction (n. o.) and Needles, Cal.	Santa Fe Pacific R. R. Co ...	555.04	114,787.87	9	Ialeta Junction (n. o.) to Ash Fork. All land grant.
167004	Vacant.					
167005	Texline, Tex., and Trinidad, Colo.	Colorado and Southern Rwy. Co.	135.39	13,178.00	7	
167006	Rincon and Silver City...	Atchison, Topeka and Santa Fe Rwy. Co.	102.03	11,515.10	8, 76	
167007	East Las Vegas and Hot Springs.	do	6.83	291.88	14	
167008	Nutt and Lake Valley	Pecos Valley and Northeastern Rwy. Co.	13.20	609.44	7	
167009	State Line (n. o.) and Roswell.	Atchison, Topeka and Santa Fe Rwy. Co.	110.28	7,072.25	6	
167010	Socorro and Magdalena ...	do	27.51	1,176.05	6	
167011	Espanola and Santa Fe....	Denver and Rio Grande R. R. Co.	34.49	1,887.29	6	
167012	Lordsburg and Clifton, Ariz.	Arizona and New Mexico Rwy. Co.	72.05	3,203.34	6	
167013	Whitewater and Santa Rita.	Atchison, Topeka and Santa Fe Rwy. Co.	18.61	786.57	6	
167014	El Paso, Tex., and Alamogordo.	El Paso, and Northeastern Rwy. Co.	86.79	3,710.27	6	Agreement.
167015	Vacant.					
167016	Texico (n. o.) and Roswell..	Pecos Valley and Northeastern Rwy. Co.	111.72	4,776.03	6	Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902.—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEW MEXICO—continued.											
157017	Hanover Junction (n. o.) and Fierro.	Atchison, Topeka and Santa Fe Rwy. Co.	Miles. 5.83	Dollars.	Dollars. 249.23	6	Miles.	Dollars.	Dollars. .....	.....	Agreement.
157018	Alamogordo and Capitán	El Paso and Northeastern Rwy. Co.	78.96	.....	3,371.26	6	.....	.....	.....	.....	Do.
157019	Alamogordo Junction (n. o.) and Clouderott.	Alamogordo and Sacramen- to Mountain Rwy. Co.	25.01	.....	1,069.17	6	.....	.....	.....	.....	Do.
157020	Texas and New Mexico State Line (n. o.) and Santa Rosa.	Chicago, Rock Island and Pacific Rwy. Co.	111.24	.....	4,755.51	6	.....	.....	.....	.....	Do.
157021	Santa Rosa and Carlizo.	El Paso and Rock Island Rwy. Co.	128.48	.....	5,492.52	6	.....	.....	.....	.....	Do.
			1,870.20	.....	201,310.28	.....	.....	.....	9,707.60	.....
ARIZONA.											
168001	Yuma and El Paso, Tex.	Southern Pacific Co.	563.83	182.45	91,594.18	7.73	.....	.....	.....	.....	Do.
168002	Benson and Nogales.	do.	88.54	100.89	8,832.80	7	.....	.....	.....	.....
168003	Benson and Fairbank.	Arizona and South Eastern R. R. Co.	19.22	.....	246.79	7	.....	.....	.....	.....
168004	Maricopa and Phoenix.	Maricopa and Phoenix and Salt River Valley R. R. Co.	35.20	68.40	2,407.68	10.20	.....	.....	.....	.....
168005	Fairbank and Bisbee.	Arizona and South Eastern R. R. Co.	36.54	57.29	2,093.37	7	.....	.....	.....	.....
168006	Ashfork and Phoenix.	Santa Fe, Prescott and Phoe- nix Rwy. Co.	193.92	100.04	19,399.75	7	.....	.....	.....	.....
168007	Junicon and Jerome.	United Verde and Pacific Rwy. Co.	26.29	51.30	1,348.67	7	.....	.....	.....	.....
168008	Teveston and Geronimo.	Gila Valley, Globe and Queen Valley Rwy. Co.	68.26	71.82	4,902.43	6	.....	.....	.....	.....
168009	Chloride and Kingman.	Arizona and Utah Rwy. Co.	26.96	.....	1,148.26	6	.....	.....	.....	.....	Do.
168010	Douglas and Iron Lake (n. o.).	El Paso and Southwestern R. R. Co.	22.78	.....	973.84	6	.....	.....	.....	.....	Do.
168011	Tempe and Mesa.	Maricopa and Phoenix and Salt River Valley R. R. Co.	8.15	42.75	348.41	13	.....	.....	.....	.....	Do.
168012	Geronimo and Globe.	Gila Valley, Globe and Northern Rwy. Co.	56.81	.....	2,428.62	6	.....	.....	.....	.....	Do.
168013	Prescott and Eastern Junc- tion (n. o.) and Mayer.	Santa Fe, Prescott and Phoe- nix Rwy. Co.	25.96	.....	1,109.79	6	.....	.....	.....	.....	Do.

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	IDAHO.		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
170001	Shoshone and Ketchum....	Oregon Short Line R. R. Co....	70.11	54.72	3,836.41	6					
170002	Hanser and Ceard d Alene....	Northern Pacific Rwy. Co....	13.46	46.32	610.91	6					
170003	Wallace and Burke.....	do.....	7.13	43.61	311.61	13					
170004	Nampa and Boise.....	Oregon Short Line R. R. Co....	20.20	96.33	1,866.26	14					
170005	Nampa and Murphy.....	Boise, Nampa and Owyhee Rwy. Co. Limited.	29.96	32.16	1,864.27	7					
170006	Tellico, Wash., and Wallace, Idaho.	Oregon R. R. and Navigation Co.	80.24	82.94	6,655.10	7					
170007	Julietta and Lewiston....	Northern Pacific Rwy. Co....	22.69		969.99	6					Agreement.
170008	Idaho, Wash., and Julietta, Idaho.	do.....	38.18	70.11	2,676.79	7					
170009	St. Anthony and Idaho Falls.	St. Anthony R. R. Co.....	38.00		1,624.50	6					Do.
170010	Olympia and Council.....	Pacific and Idaho Northern Rwy. Co.	60.70		2,594.92	6					Do.
170011	Pocatoh Junction (n. o.) and Siletz.	Northern Pacific Rwy. Co....	63.02		2,694.10	6					Do.
170012	Blackfoot and Mackay....	Oregon Short Line R. R. Co....	85.59		3,658.97	6					Do.
	WASHINGTON.		<i>Miles.</i>		<i>Dollars.</i>						
			529.35		29,184.03						
171001	Portland, Oreg., and Tacoma, Wash.	Northern Pacific Rwy. Co....	145.42	160.05	23,274.47	14.50					All land grant.
171002	Seattle and Newcastle....	Pacific Coast Co.....	18.82	42.75	804.55	10.53					
171003	Olympia and Tenino.....	do.....	16.58	57.29	947.00	8					
171004	Walla Walla and Wallula....	Oregon R. R. and Navigation Co.	32.25	130.82	4,218.94	7					
171005	Burnett and Carbonado....	Northern Pacific Rwy. Co....	9.55	42.75	408.26	6					
171006	Moscow, Idaho, and Bolees Junction (n. o.) Wash.	Oregon R. R. and Navigation Co.	119.75	134.24	16,075.24	7					
171007	Renton and Franklin....	Pacific Coast Co.....	22.25	131.67	961.18	7					
171008	Walla Walla and Dayton....	Oregon R. R. and Navigation Co.	38.76	172.36	5,102.21	7					
171009	Spokane and Pasco.....	Northern Pacific Rwy. Co....	145.76	172.36	25,128.19	7.91					Do.
171010	Blaine and Whatcom.....	Great Northern Rwy. Co....	23.80		1,017.45	6					Agreement.
171011	Pasco and Tacoma.....	Northern Pacific Rwy. Co....	253.92	168.96	42,899.78	8.91					All land grant.

171012	Seattle and Meeker Junction (n. o.)	do	31.06	206.06	6,398.16	35	Agreement
171013	Pasco and Wallula	do	15.38	45.83	704.86	7	
171014	Starbuck and Pomeroy	Oregon R. R. and Navigation Co.	30.61	45.82	1,387.24	6	
171015	Marshall, Wash., and Genesee, Idaho.	Northern Pacific Rwy. Co.	104.24	123.98	12,923.67	7.11	
171016	Carbonado and Fairfax	Western American Co.	7.22	180.50		6	
171017	Walla Walla, Wash., and Pendleton, Oreg.	Oregon R. R. and Navigation Co.	48.66	129.96	6,823.85	13	
171018	Seattle and Northbend	Northern Pacific Rwy. Co.	59.68	83.79	5,000.58	8.83	
171019	Everett and Monte Cristo	Monte Cristo Rwy. Co.	59.64	2,549.61		6	
171020	Woodville and Sumas	Northern Pacific Rwy. Co.	102.42	118.72	11,647.20	7	
171021	Cheney and Coulee City	do	108.48	77.81	8,440.82	6	
171022	Spokane and Colfax	Oregon R. R. and Navigation Co.	87.98	147.92	13,014.00	14.22	
171023	Spokane and Boundary	Spokane Falls and Northern Rwy. Co.	140.66	132.53	18,641.66	6	
171024	Whatcom and F. and S. Junction (n. o.)	Great Northern Rwy. Co.	19.49	94.91	1,849.79	7	
171025	Hins Junction (n. o.) and Dayton.	Washington and Columbia River Rwy. Co.	86.94	50.45	4,886.12	6	
171026	Vacant.						
171027	Aberdeen and Hoquiam	Northern Pacific Rwy. Co.	4.21		179.97	6	
171028	Centralia and Ocosta	do	66.11	78.66	5,200.21	6	
171029	Hamilton and Anacortes	Great Northern Rwy. Co.	34.26	50.46	1,728.41	7	
171030	Whatcom and Maple Falls	Bellingham Bay and British Columbia R. R. Co.	37.71	42.75	1,612.10	14	
171031	Lake View and Gate City	Northern Pacific Rwy. Co.	43.45	48.74	2,117.75	6	
171032	Port Townsend and Quilcene.	Pacific Coast Co.	27.50	42.75	1,175.62	6	
171033	Seattle and Fairhaven Southern Rwy. Junction (n. o.)	Great Northern Rwy. Co.	78.49	183.90	12,079.61	10.20	
171034	Cle Elum and Roslyn	Northern Pacific Rwy. Co.	3.60		153.90	6	
171035	Cosmopolis Junction (n. o.)	do	1.63	42.75	69.68	12	
171036	Chehalis and South Bend	do	57.14	52.16	2,980.42	6	
171037	Belmont and Farmington	do	6.87	42.75	233.69	6	
171038	Sauk and Hamilton	Great Northern Rwy. Co.	14.88		636.12	6	
171039	Spokane and Everett Junction (n. o.)	do	306.60	187.25	57,410.85	7	
171040	Tacoma and Patterson Station (n. o.)	Tacoma Eastern R. R. Co.	15.23		651.08	6	
171041	Vacant.						
171042	Arlington and Darrington	Northern Pacific Rwy. Co.	28.97		1,238.46	6	
171043	Fairhaven and Wickersham	Bellingham Bay and Eastern R. R. Co.	23.88		1,020.87	6	
171044	Vacant.						
171045							

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion. <i>Dollars.</i>	Annual rate of pay for trans- portation. <i>Dollars.</i>	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars. <i>Dollars.</i>	Annual rate of pay for rail- way post- office cars. <i>Dollars.</i>	Lines of rail- way post-office cars author- ized.	Remarks.
WASHINGTON—continued.											
171046	Aberdeen Junction (n. o.) and Aberdeen.	Northern Pacific Rwy. Co.	3.44	58.43	194.11	12					
171047	Vancouver and Canadian	Columbia and Red Mountain	8.18	71.82	587.48	6					
171048	Northport and Canadian Line (n. o.).	Rwy. Co.	2,491.40		333,600.66						
OREGON.											
173001	Portland and Ashland.	Southern Pacific Co.	342.16	218.08	74,601.14	11.06	341.41	40.00	13,656.40	1 line 50 feet.	
173002	Portland, Oreg., and Cor- vallis, Wash.	do.	96.99	97.47	9,453.61	11.67					
173003	Umatilla and Huntington.	Oregon R. R. and Navigation Co.	217.94	254.79	55,628.93	7	217.77	62.50	13,610.62	1 line 60 feet; ‡ line 40 feet.	
173004	Portland and Dundee.	Southern Pacific Co.	28.56	59.85	1,708.31	9.70					
173005	Portland, Oreg., and Wal- lula, Wash.	Oregon R. R. and Navigation Co.	212.08	247.95	52,585.23	13.10	184.86	62.50	11,553.75	1 line 60 feet; ‡ line 40 feet.	Portland to Umatilla.
173006	Albany and Yacquina.	Corvallis and Eastern R. R. Co.	84.14	67.55	5,683.65	6.91					
173007	Woodburn and Natron.	Southern Pacific Co.	92.82	57.29	5,317.65	6					
173008	Dundee and Dallas.	do.	34.42	42.75	1,471.46	6					
173009	Sheridan Junction (n. o.) and Sheridan.	do.	7.19	42.75	307.37	6					
173010	Albany and Lebanon.	do.	12.73	45.32	576.92	12					
173011	Heppner Junction (n. o.) and Heppner.	Oregon R. R. and Navigation Co.	45.91	58.14	2,669.20	6					
173012	Biggs and Moro.	Columbia Southern Rwy Co.	27.23		1,164.07	12					
173013	Lagrande and Elgin.	Oregon R. R. and Navigation Co.	21.39	55.58	1,186.86	6					Agreement.
173014	Albany and Detroit.	Corvallis and Eastern R. R. Co.	55.70	42.75	2,381.17	6					
173015	Medford and Jacksonville.	Rogue River Valley Rwy. Co.	5.52	45.82	250.16	14					
173016	Hunts Junction (n. o.), Wash., and Pendleton, Oreg.	Washington and Columbia River Rwy. Co.	40.87	42.75	1,747.19	7					
173017	Baker City and Sumpter.	Sumpter Valley Rwy. Co.	32.23	62.42	2,011.79	7					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles indicated on post- office cars.	Pay per mile for post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
CALIFORNIA—continued.											
176003	Roseville, Cal., and Ash- land, Oreg.	Southern Pacific Co.	332.31	226.72	72,977.53	10.53	322.50	40.00	12,900.00	1 line 50 feet.	
176004	Petaluma and Lakeville...	California Northwestern Rwy. Co.	6.21	42.75	265.47	6					
176005	Sacramento and Placerville.	Southern Pacific Co.	60.10	82.94	4,984.69	13					
176006	Suisun City and Napa Junc- tion.	do.	13.00	56.43	733.59	14					
176007	Visalia and Exeter...	do.	10.37		443.31	6					
176008	Vallejo Junction (n.o.) and Calistoga.	do.	43.89	105.17	4,615.91	17.70					Agreement.
176009	Oroville and Woodland...	do.	63.78	102.60	6,543.82	14					
176010	Fresno and Collis (n.o.)...	do.	15.61	122.27	1,908.63	6					
176011	San Francisco and Ukiah...	California Northwestern Rwy. Co.	112.11	153.05	17,158.43	18.97					
176012	Stockton and Milton...	Southern Pacific Co.	24.62	96.62	2,378.78	9.72					
176013	San Pedro and Los Angeles.	do.	22.26	52.16	1,161.08	13					
176014	Los Angeles, Cal., and Yuma, Ariz.	do.	249.19	129.28	82,215.28	9.04	15.39	40.00	615.60	1 line 50 feet.	All land grant.
176015	Elmira and Rumsey...	do.	51.38	58.14	2,987.23	7.58					
176016	San Francisco and Cazadero	North Pacific Coast R. R. Co.	87.09	70.97	6,190.77	11.21					
176017	Los Angeles and Santa Ana.	Southern Pacific Co.	34.04	78.66	2,677.58	14.92					
176018	Visalia and Goshen...	do.	7.95	64.98	8,678.10	10.08					60.51 miles land grant.
176019	Goshen and Alameda...	Nevada County Narrow Gauge R. R. Co.	60.81	51.99	1,957.28	20					
	Colfax and Nevada City...	do.	22.78	86.36							Agreement.
176020	Los Angeles and Port Los Angeles.	Southern Pacific Co.	20.40		872.10	17.60					
176021	Santa Cruz and Pajaro	do.	21.12	59.85	1,264.03	19					
176022	(n.o.);	do.									
176023	Davidsville and Tehama...	do.	111.80	126.54	14,147.17	8.19					
176024	Gut and Lone...	do.	27.62	71.82	1,968.03	7					
	West Oakland Station (n.o.) and Berkeley.	do.	5.19	103.46	586.96	56.50					
176025	San Francisco and San Rafael.	North Pacific Coast R. R. Co.	18.24	47.88	873.33	25.75					
176026	San Francisco and Alameda	Southern Pacific Co.	11.28	70.97	799.12	52.61					
176027	Fulton and Guerneville...	California Northwestern Rwy. Co.	15.38	43.61	670.72	13					

176028	San Francisco and Sacramento.	Southern Pacific Co.	139.67	162.45	22,689.39	7						
176029	Niles and San Jose.	do	17.74	96.33	1,744.37	34						
176030	Pacific Grove and Castroville.	do	19.93	95.76	1,908.49	13						
176031	San Francisco and Santa Cruz.	do	82.72	123.98	10,255.62	27.10						
	Port Costa and Goshen.		208.48	239.40			296.06	40.00		(1 line 50 feet.	Port Costa and Tracy, 51.08 miles; and Fresno and Surrey, 245 miles.	
176032	Goshen and Los Angeles.	do	243.52	191.32	96,519.06	15.57	32.51	65.00		1 line 50 feet; 1 line 40 feet.	Surrey and Los Angeles, 243.52 miles, land grant.	
176033	Higby and Riverside.	Southern California Rwy. Co.	3.82	107.73	411.52	22.50						
176034	Gilroy and Tres Pinos.	Southern Pacific Co.	20.94	42.40	887.85	18.38					Land grant.	
176035	Peters and Merced.	do	59.49	89.78	5,341.00	8.82					Agreement.	
176036	South Vallejo Wharf (n. o.) and North Vallejo Wharf (n. o.).	do	1.55		66.28	6						
176037	National City and Los Angeles Junction (n. o.).	Southern California Rwy. Co.	50.92	141.08	7,183.79	14.55						
176038	Oceanside and Fairbrook.	do	21.20		300.00	6					Do.	
176039	Glenellen and Ignacio.	California Northwestern Rwy. Co.	26.50	46.17	1,223.50	13						
176040	San Luis Obispo and Los Olivos.	Pacific Coast Co.	66.82	53.87	8,599.59	7						
176041	San Luis Obispo and Port Harford.	do	11.13	42.75	475.80	7						
176042	Nojave and Needles.	Santa Fe Pacific R. Co.	240.66	164.84	39,670.39	9.17					Land grant.	
176043	Lodi and Valley Springs.	Southern Pacific Co.	28.96	69.26	1,867.24	7						
176044	Eureka and Hydeville.	Eel River and Eureka R. R. Co.	26.98	97.17	2,629.74	13						
176045	Felton and Boulder Creek.	Southern Pacific Co.	8.14	42.75	347.98	12						
176046	Yreka and Montague.	Yreka R. Co.	8.00	64.98	519.84	7						
176047	Sweetwater Junction (n. o.) and Sarny-side.	National City and Oray Rwy. Co.	4.67	42.75	199.64	6						
176048	Colusa and Sites.	Colusa and Lake R. Co.	22.29	42.75	952.89	7						
176049	Campbell and New Almaden.	Southern Pacific Co.	12.94	42.75	563.18	7						
176050	Kramer and Johannesburg.	Randsburg Rwy. Co.	29.10		1,244.02	6					Agreement.	
176051	Surrey and Santa Barbara.	Southern Pacific Co.	81.26	123.25	10,421.59	14					Do	
176052	Truckee and Tahoe.	Lake Tahoe Rwy. and Transportation Co.	14.75		630.56	6						
176053	Barstow and Los Angeles.	Southern California Rwy. Co.	141.12	232.56	32,818.86	14.76						
176054	Berendo and Raymond.	Southern Pacific Co.	21.23	44.46	943.88	14						
176055	Riverside and Los Angeles Junction (n. o.).	Southern California Rwy. Co.	89.40	136.80	12,229.92	14.36						

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
			Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
CALIFORNIA—Continued.											
176056	San Bernardino and Montecito.	Southern California Rwy. Co.	12.04	82.94	998.59	16.67					
176057	Oceanside and Escondido.	do.	22.76	58.58	1,265.00	6					
176058	Los Angeles and Redondo.	do.	22.51	42.75	962.30	13					
176059	Perris and San Jacinto.	do.	20.08	59.00	1,184.72	6					
176060	Napa Junction and Santa Rosa.	Southern Pacific Co.	37.46	63.27	2,370.09	14					
176061	San Diego and Tia Juana.	National City and Otay Rwy. Co.	19.41	44.46	862.97	12.30					
176062	Fresno and Visalia.	San Francisco and San Joaquin Valley Rwy. Co.	47.49	42.75	2,030.19	7					
176063	Los Angeles and Orange.	Southern California Rwy. Co.	31.83	157.32	5,007.49	21.50					
176064	Stockton and Hanford.	do.	154.39	42.75	6,600.18	7					
176065	Tracy and Armona.	San Francisco and San Joaquin Valley Rwy. Co.	147.54	129.96	19,174.29	8.16					
176066	Fresno and Portersville.	Southern Pacific Co.	70.01	59.00	4,130.59	7	110.60	40.00	4,421.00	1 line 50 feet.	Tracy and Colli. Agreement.
176067	Scottia and Peppersville.	do.	8.18	42.75	349.69	6					
176068	Studebaker Station (n. o.) and Whittier.	Pacific Lumber Co.	6.90	42.75	294.97	13					
176069	Willow and Fruto.	Southern Pacific Co.	17.36	42.75	742.14	6					
176070	Alton and Scottia.	Pacific Lumber Co.	8.01	79.52	636.95	13					
176071	Santa Rosa and Sebastopol.	California Northwestern Rwy. Co.	6.99	42.75	298.82	13					
176072	Martinez and San Ramon.	Southern Pacific Co.	24.15	59.86	1,445.37	14					
176073	Bay Junction (n. o.) and Eastland.	North Pacific Coast R. R. Co.	1.76	42.75	75.24	13					
176074	San Bernardino and Temecula Station.	Southern California Rwy. Co.	51.55	70.11	3,614.17	8.41					
176075	Fresno and Pollack.	Southern Pacific Co.	24.82	42.75	1,061.05	6					
176076	Sanborn and Carrizo.	Sierra Rwy. Co. of California.	12.87	550.19	6,920.71	6					Do.
176077	Jamestown and Sonoma.	do.	6.35	86.36	548.71	6					Do.
176078	Mentone and Highland Junction (n. o.).	Southern California Rwy. Co.	13.44	86.36	1,160.67	13.50					
176079	Riverside and San Bernardino.	Southern Pacific Co.	11.39	59.85	681.69	86.21					
176080	Los Angeles and Redondo.	Los Angeles and Redondo Rwy. Co.	17.76	42.75	759.24	6					

176081	Hanford and Kern Junction (n. o.).	San Francisco and San Joa- quin Valley Rwy. Co.	88.05	3,550.38	6	Do.
176082	Los Angeles and Long Beach	San Pedro, Los Angeles and Salt Lake R. Co.	21.92	1,068.38	13	
176083	San Diego and Foster.....	San Diego, Cuyamaca and Eastern Rwy. Co.	26.13	1,519.19	13	
176084	Brynmawr and Craftonville	Southern Pacific Co.	7	448.91	19 12	
176085	Blake and Manvel.....	California Eastern Rwy. Co.	29.45	1,258.98	6	
176086	Amecoe and Madeline Sta- tion (n. o.).	Nevada-California-Oregon Rwy.	64.84	2,771.90	6	Do.
176087	San Diego and La Jolla.....	San Diego, Pacific Beach and La Jolla Rwy. Co.	15.17	648.51	19	
176088	Long Beach and Terminal.	San Pedro, Los Angeles and Salt Lake R. Co.	4.50	192.37	6	Do
176089	Surf and Lompoc.....	Southern Pacific Co.	10.10	431.77	6	Do
176090	Orbita and Chardville.....	Sierra Valley Rwy. Co.	30.03	1,874.47	9 06	
176091	Bessett (n. o.) and Pomona.	Southern Pacific Co.	17.79	1,368.94	6	
176092	Elsinore Junction (n. o.) and Escondido.	Southern California Rwy. Co.	2.10	89.77	12	
176093	Visalia and Corcoran.....	San Francisco and San Joa- quin Valley Rwy. Co.	24.91	800.00	6	Do.
176094	Loara Station (n. o.) and Los Alamitos.	Southern Pacific Co.	9.33	398.85	12	
176095	Stockton Hunter st. sta.)	San Francisco and San Joa- quin Valley Rwy. Co.	78.10	3,338.77	6	Do.
176096	Montalvo and Moorpark.....	Southern Pacific Co.	23.96	1,024.29	6	Do.
176097	Oakdale and Jamestown.....	Sierra Rwy. Co. of California	41.46	3,261.24	6	
176098	Burbank and Chatsworth.....	Southern Pacific Co.	21.75	924.81	6	
176099	Kern and McKittrick.....	do.	48.48	2,072.52	6	Do.
176100	Mad River Station (n. o.) and Sausalito.	Eureka and Klamath River R. R. Co.	12.40	580.09	12	Do.
176101	Pomona Junction (n. o.) and Ontario.	Southern Pacific Co.	10.02	428.35	6	Do.
176102	Surf and Santa Barbara.....	do.	68.26	2,918.11	6	Do.
176103	Vacant.			66.90	25.00	1 line 40 feet..
176104	Beck and Beckwith.....	Beck and Loyalton R. R. Co.	39.17	1,674.51	6	Do.
176105	Fairbairns Junction (n. o.) and Fair Oaks.	Southern Pacific Co.	2.87	121.69	6	Do.
176106	Eureka and Arcata.....	Eel River and Eureka R. R. Co.	8.71	372.35	6	Do.
176107	Arcata and Korbelt.....	Arcata and Mad River R. R. Co.	12.20	521.55	6	Do.
176108	Kern Junction (n. o.) and Pioneer.	Sunset R. R. Co.	39.32	1,294.04	6	Agreement; 9.05 m. lap over 176099.
176109	Tuolumne and Nashuton....	Hetch Hetchy and Yosemite Valleys Rwy. Co. of Cali- fornia.	11.75	502.31	6	Agreement.
176110	Vacant.					
176111	Ukiah and Willits.....	California Northwestern Rwy. Co.	26.20	1,120.05	6	Do.
			5,865.34	1,103,506.22		
				164,422.95		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1902—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	ALASKA.										
178001	Skagway and White Pass (n. o.).	Pacific and Arctic Rwy. and Navigation Co.	Miles. 19.79	Dollars.	Dollars.	6	Miles.	Dollars.	Dollars.		New. From May 20, 1902. Pay to begin July 1, 1902. Agree- ment.
	HAWAII.										
180001	Honolulu and Kahuku.....	Oahu Rwy. and Land Co.	71.30		3,048.07	6					Agreement.
180002	Waikuku and Paea.....	Kahului R. R. Co.	9.64		412.11	6					Do.
180003	Kahului and Spreckelsville.....	.....do	2.67		114.14	6					Do.
			83.61		3,574.32						

D.—Steamboat service in operation on the 30th of June, 1902.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
MAINE.						
1075	Bar Harbor to Southwest Harbor.....	{ Maine Central R. R. Co., Geo. F. Evans, vice-president and general manager.	{ \$75.00	{ 14.00	{ 13	{ One way.
1076	Isleboro to Belfast.....	G. D. Pendleton.....	980.00	16.00	12	Back, June 16 to Sept. 30, 1902.
1078	Rockland to Ellsworth.....	Rockland, Bluehill, and Ellsworth Steam- ship Co., O. A. Crockett, president.	1,677.50	76.50	6	8 months.
1080	Rockland to Stonington.....	Boston and Bangor Steamship Co., Cal- vin Austin, president.	660.00	28.00	6	9 months.
1081	Portland to Peak Island.....	Charles W. T. Goding.....	1,140.00	3.20	18	June 25 to Sept. 12.
1083	Portland to Cousins Island.....	James H. McDonald.....	250.00	9.00	6	May 5 to Oct. 2, 1902.
1084	Orrs Island to Portland.....	Isiah Daniels.....	1,551.65	19.25	12	June 16 to Sept. 30.
1085	Bath to Popham Beach.....	John H. Stacey.....	150.00	12.00	6	Oct. 1 to June 15.
1086	{ Bath to Boothbay Harbor.....	{ Eastern Steamboat Co., J. Edward Drake, agent.	{ 1,800.00	{ 16.38	{ 6	{ 9 months.
1087	{ Wiscasset to Boothbay Harbor.....	{	{ 18.63	{ 22.00	{ 6	{ 3 months.
	Orchhaven to Rockland.....	William G. Butman.....	800.00	22.00	2	8 months.
				33.50	1	May 1 to Sept. 20.
1089	Rockland to Swans Island.....	William S. White.....	4,500.00		6	Do.
1092	Bar Harbor to Mount Desert Ferry.....	{ Maine Central R. R. Co., Geo. F. Evans, vice-president.	{ 2,500.00	{ 12.00	{ 6	{ With 6 additional round trips per week over 12 9 months, and 6 additional trips per week over 12 miles 3 months.
1098	Bar Harbor Wharf to Winter Harbor.....	{ Winter Harbor Transportation Co., Bed- ford E. Tracy, treasurer.	{ 766.00	{ 12.50	{ 3	{ 9 months.
1094	Eastport to Lubec.....	Bion M. White.....	1,400.00	7.25	12	Do.
1095	Kineo to Kineo.....	Amos H. Walker.....	478.00	3.00	13	9 months.
1096	Greenville Junction to Kineo.....	David T. Sanders.....	949.00	23.50	12	3 months.
				20.00	6	1 month.
1097	Rangeley to Indianrock.....	Harry H. Field.....	382.22	8.75	6	May 20 to Nov. 25.
1098	Bemis to Haines Landing.....	F. C. Barker.....	369.42	17.00	6	May 16 to Nov. 15, with 6 additional trips per week from June 21 to Sept. 30, and "Star" remainder of year.
1099	Middle Dam to Upper Dam.....	Edwin F. Coburn.....	150.00	8.00	6	With 6 additional trips per week, one way, on 7.27 miles 6 months.
1100	Wilsons Mills to Camp Caribou.....	Henry W. Poor.....	370.66	35.00	12	May 15 to Sept. 30.
					6	Oct. 1 to 15.
					6	May 20 to Sept. 30.
					6	June 1 to Sept. 30.
			21,719.45	420.46		

D.—Steamboat service in operation on the 30th of June, 1902—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
NEW HAMPSHIRE.						
2097	Ashland to Ashland.....	Asquam Transportation Co., A. F. Fifield, general manager.	Dollars. 120.00	Miles. 12.00	6	From June 15 to Sept. 15, 1902.
2098	Melvin Village to The Weirs.....	Charles H. Dow.....	350.00	15.00	6	From June 16 to Sept. 15, each year.
2100	Georges Mills to Lake Sunapee Station (n. o.).	A. Ferley Fitch.....	200.00	17.00	6	From June 16 to Sept. 15 in each year.
MASSACHUSETTS.						
4098	New Bedford to Cuttyhunk.....	{ New Bedford Towboat Co., J. T. Sher- man, president.	8,000.00	16.00	19 6 10 miles, 4 months. 10 miles, 3 months. 10 miles, 1 month.	
4099	Woods Hole to Nantucket.....	{ New Bedford, Marthas Vineyard and Nantucket Steamboat Co., Chauncey G. Whitton, treasurer.	7,695.00	32.00	12 4 14 miles, 8 months. 4 months. 6 7 1/2 months.	
4100	New Bedford to Edgartown.....	do.....	3,000.00	37.50	6 31.25 miles, 12 months. 6 6.25 miles, 2 1/2 months. 19 16 miles, 2 1/2 months. 7 7 miles, 2 1/2 months.	
RHODE ISLAND.						
5096	Providence to Prudence.....	{ Providence, Fall River and Newport Steamboat Co., Arthur H. Watson, pres- ident.	765.00	17.00	7 3 months. 2 9 months.	
5099	Block Island to Newport.....	John C. Champlin.....	2,950.00	30.00	6 4 months. 8 8 months.	
5100	Newport to Wickford Junction (n. o.).	{ Newport and Wickford R. R. and Steam- boat Co., A. S. Sherman, treasurer.	11,450.00	14.00	25 6 months. 13 7 months.	
NEW YORK.						
7089	Babylon to Oakbeach.....	Babylon and Oakbeach Ferry Co.....	100.00	4.00	12	
7090	Old Forge to Inlet.....	Fulton Navigation Co.....	1,200.00	11.50	13	
7091	Buffalo to Crystal Beach.....	Joe H. Rebutock.....	150.00	10.85	12 4 months.	
7093	Fishers Island, N. Y., to New London, Conn.	Fishers Island Navigation Co.....	1,828.12	9.00	13 3 months. 12 4 months. 6 6 months.	
7094	Sag Harbor, N. Y., to New London, Conn.	James F. Smith.....	1,200.00	42.25	12 3 months.	

7095	Clayton to Alexandria Bay.....	Howard S. Folger.....	1,300.00	12.75	{	12	4 months.
7096	Port Henry, N. Y., to Chilmneypoint, Vt.....	Port Henry Steam Ferry Co.....	375.00	2.50	{	19	2 months and 10 days.
7097	{Plattsburg, N. Y., to Burlington, Vt.....	{Champlain Transportation Co.....	{2,176.00	{24.00	{	6	84 months.
	{Burlington, Vt., to Westport, N. Y.....			{25.00	{	6	4 months.
7098	Caldwell to Fort Ticonderoga.....	Lake George Steamboat Co.....	2,310.00	43.25	{	7	Do.
7099	Penn Yan to Hammondsport.....	Lake Keuka Navigation Co.....	624.00	22.50	{	6	3 months.
7100	Brooklyn to Jersey City.....	Pennsylvania Annex.....	3,400.00	3.50	{	115	Do.
			14,663.12	211.11	{		
MARYLAND.							
13082	Havre de Grace to Betterton.....	The Tolchester Co., W. C. Ellason, president, Baltimore, Md.....	280.00	16.00	{	5	
13084	Pocomoke City to Snowhill.....	Worcester Steamboat Co., Oliver D. Collins, president, Snowhill, Md.....	380.00	13.00	{	6	
13087	Baltimore to Tolchester Beach.....	The Tolchester Beach Improvement Co. of Kent County, Md., Wm. C. Ellason, president, Baltimore, Md.....	475.00	28.00	{	6	From June 1 to Sept. 15, each year.
13088	Baltimore to Rockhall.....	{Chester River Steamboat Co. of Baltimore, Md., Geo. Warfield, president, Baltimore, Md.....	{350.00	{30.00	{	6	From July 1 to Oct. 31.
13089	Baltimore to Chestertown.....	do.....	1,100.00	60.00	{	3	From Nov. 1 to June 30.
13090	Baltimore to Denton.....	Baltimore, Chesapeake and Atlantic Rwy. Co., Willard Thomson, vice-president and general manager, Baltimore, Md.....	2,399.09	158.94	{	3	From July 1 to Oct. 31.
13091	Baltimore to Seaford, Del.....	do.....	1,476.25	160.50	{	6	From Nov. 1 to June 30.
13092	Baltimore to Salisbury.....	do.....	1,500.00	149.25	{	3	From Mar. 1 to Dec. 31.
13093	Baltimore to Rues (n. o.), Va.....	do.....	4,192.18	222.00	{	1	From Jan. 1 to Feb. 28.
13094	Baltimore to Freeport.....	do.....	3,600.00	218.50	{	2	With four additional round trips a week between Baltimore and Crisfield direct, 116 miles.
13095	Baltimore to Westpoint.....	{Chesapeake Steamship Co., Reuben Foster, president, Baltimore, Md.....	{4,500.00	{210.87	{	2	Six months.
13096	Baltimore to Bundenet.....	{The Weema Steamboat Co. of Baltimore City, Henry Williams, president, Baltimore, Md.....	{2,500.00	{119.37	{	3	From May 1 to Oct. 31.
					{	2	From Nov. 1 to Apr. 30.
13097	Baltimore to Washington.....	do.....	1,900.00	289.08	{	2	June 1 to Dec. 31.
					{	1	Jan. 1 to May 31, with additional service once a week, from June 1 to Dec. 31, from Baltimore by Wynne, St. Marys City and Piney Point to Leonardtown and additional service once a week, from June 1 to Dec. 31, from Baltimore by Bundenet, Cowart, Lewisetta, Lodge, and Mundy Point to Kinsale.

D.—Steamboat service in operation on the 30th of June, 1902—Continued.

No. of route.	State and termini.	Name of contractor	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
	MARYLAND—continued.			Miles.		
13098	Crisfield to Tangier, Va.	Robert H. Steeling, Crisfield, Md.	Dollars.	30.50	6	
13099	Washington, D. C., to Norfolk, Va.	Norfolk and Washington, D. C. Steamboat Co., John Callahan, general manager, Washington, D. C.	3,500.00	199.50	7	
13100	Washington, D. C., to Glymont, Md.	E. S. Rundall, No. 1100 Virginia avenue, Washington, D. C.	2,000.00	24.50	6	
	VIRGINIA.		31,040.53	1,980.01		
14089	Norfolk to West Norfolk	Virginia Transportation Co., H. L. Page, president, Norfolk, Va.	200.00	4.00	12	
14090	Nassawadox to Broadwater.	Peter Peppler, Pocomoke City, Md.	875.00	17.50	6	
14091	Chincoteague Island to Bloomtown.	Peter J. Gillespie, Jr., Wiahart, Va.	588.00	13.00	12	
14092	Norfolk to Smithfield	Old Dominion Steamship Co., W. L. Gullanden, president, Norfolk, Va.	600.00	25.00	6	
14093	Whitestone to Urbanna	James Arthur Bayton, Whitestone, Va.	1,196.00	29.25	6	
14094	Portsmouth to Cape Charles.	William A. Patton, Philadelphia, Pa.	14,971.62	36.00	13	
14095	Newport News to Norfolk	H. E. Parker, Newport News, Va.	4,000.00	13.00	14	
14096	Franklin City to Chincoteague Island.	William T. Marshall, Slinnicksen, Va.	428.00	6.00	6	
14097	Norfolk to Baltimore, Md.	Baltimore Steam Packet Co., John R. Sherwood, vice-president and general manager, Baltimore, Md.	4,000.00	183.80	6	
14098	Norfolk to Traders, returning by Fortress Monroe and Portsmouth, to Norfolk.	Old Dominion Steamship Co., W. L. Gullanden, president, Norfolk, Va.	2,000.00	61.18	6	Over 42.63 miles.
14099	Norfolk to Richmond	The Virginia Navigation Co., Irwin Weisger, general manager, Richmond, Va.	4,000.00	163.94	3	Over 12.60 miles. Over 6 miles.
14100	Fredericksburg to Baltimore, Md., with branch from Tappanauock to Norfolk.	The Weems Steamboat Co. of Baltimore City, Henry Williams, president, Baltimore, Md.	9,000.00	364.50	2	Over 73 miles.
					6	Over 202.50 miles.
					1	Over 89 miles.
	WEST VIRGINIA.		41,860.62	907.12		
15101	Creston to Palestine Railroad station (n. o.).	I. K. Dye.	545.00	15.00	6	

D.—Steamboat service in operation on the 30th of June, 1902—(Continued.)

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
	FLORIDA—continued.					
23094	Palatka to Colce.	F. L. Gardner.	Dollars	Miles		
23095	Jacksonville to Orangedale.	E. M. Robinson.	1,440.64	84.50	6	
23096	Miami to Key West.	Florida East Coast Steamship Co., by J. R. Parrott, vice-president.	1,850.00	33.00	6	
23097	Fernandina to St. Marys.	John Richardson.	700.00	12.00	2	8 months.
23098	Iola to Wewahitchka.	C. A. Potter.	914.12	12.37	2	4 months.
23099	Chattahoochee to Apalachicola.	Jno. T. Davis, jr.	4,900.00	127.00	6	
23100	Freeport to Point Washington.	W. H. Wesley.	800.00	12.00	3	11 months by steamboat, 1.37 miles by land.
	PORTO RICO.				6	
79099	San Juan to New York.	John Dollet, Ernest C. Bliss, William B. Boulton, and John Schimmel.	113,178.82	1,098.73		
79100	New York to San Juan.	New York and Porto Rico Steamship Co., Henry T. Knowlton, treasurer.	9,600.00	1,407.00	2	Per month, with privilege of making 2 trips additional during the year.
	ALABAMA.				26	Per annua.
24100	Mobile to Battles.	Eastern Shore Transportation Co., W. P. Hutchison, manager.	43,400.00	2,814.00	7	
	MISSISSIPPI.					
26099	Yazoo City to Belzona.	William D. Pugh.	980.00	39.50	3	
26100	English Lookout to Gainesville.	J. A. Favre, president.	987.00	19.00	6	
	TENNESSEE.					
27099	Johnsonville to Savannah.	St. Louis and Tennessee River Packet Co.	1,977.00	58.50		
27100	London to Kingston.	G. W. Hart and W. F. Dawson.	2,899.00	102.25	3	
	KENTUCKY.				6	
29098	Rumsey to Livermore.	John P. Hines.	2,988.00	123.37		
29099	Louisville to Evansville (Ind.).	Louisville and Evansville Mail Co., W. W. Hite, president.	600.00	10.25	12	
29100	Evansville (Ind.) to Paducah.	Harry C. Giffert.	10,500.00	227.10	6	
			8,100.00	170.00	6	
			19,200.00	407.35		

OHIO.		Put in Bay route, E. A. Dustin, manager.		300.00	80.00	6	Service from June 15, 1902, to Oct. 15, 1902.
31001	Detroit to Sandusky.....						
MICHIGAN.							
37001	Ludington, Mich., to Milwaukee, Wis.	Pere Marquette R. R. Co., S. T. Crapo, general manager.	3,150.00		96.00	6	Apr. 1 to Nov. 30 each year.
37002	Charlevoix to St. James.....	Neil Gallagher.....	986.00		32.00	3	During navigation.
37003	St. Ignace to Cedarville.....	Michael D. Murray.....	316.00		26.75	6	May 1 to Oct. 31 each year.
37004	Traverse City to Northport.....	Henry J. Webb.....	396.00		39.30	6	Do.
37005	Mackinaw to Mackinac Island.....	L. R. Boynton, manager Island Transport Co.	466.67		8.50	21	June 21 to Sept. 20 each year.
37006	St. Ignace to Mackinac Island.....	Geo. T. Arnold.....	1,690.00		6.00	7	May 1 to Oct. 31 each year.
37007	Leland to Fouch (n. o.).....	Chas. Ribble, Philip Drow, sureties.....	159.00		14.00	6	Apr. 15 to Nov. 30 each year.
37008	Detour to Sault Ste. Marie.....	Geo. T. Arnold.....	1,477.50		61.00	7	4 months.
37009	Detroit to Algonac.....	Chas. F. Bielman.....	500.00		36.00	14	Do.
37010	Manistee, Mich., to Milwaukee, Wis.	Gus Kitzinger.....	100.00		123.00	1	One way May 15 to Sept. 30, 1902.
37012	South Haven, Mich., to Chicago, Ill.	The Dunkley-Williams Co., by S. J. Dunkley.	75.00		80.00	7	June 15 to Sept. 30, 1902.
37013	Detroit, Mich., to Cleveland, Ohio....	Detroit and Cleveland Navigation Co., W. C. McMillan, general manager.	1,000.00		110.00	7	Apr. 1 to Nov. 30.
WISCONSIN.							
38001	Milwaukee, Wis., to Grand Haven, Mich.	Crosby Transportation Co., E. G. Crosby, general manager.	1,600.00		85.00	6	6 months.
38002	Duluth, Minn., to Herbster.....	W. Vernon Booth.....	780.00		40.00	3	Do.
38003	Pewaukee to Pewaukee.....	Geo. T. Savoy.....	800.00		10.00	13	June 1 to Sept. 15, 1902.
MINNESOTA.							
41001	Duluth to Grand Marais.....	William Vernon Booth.....	2,680.00		135.00	2	May 1 to Nov. 30.
ARKANSAS.							
47003	Greenville, Miss., to Vicksburg, Miss.	J. J. Powers.....	4,375.00		182.50	3	6 months.
47004	Greenville, Miss., to Luna Landing, Ark.	Frank L. Lyon.....	500.00		13.50	2	Do.
47007	Memphis, Tenn., to Ashport, Tenn.	Baylis G. Lee.....	7,899.00		94.00	3	
47008	Memphis, Tenn., to Helena, Ark.	Do.....	5,899.00		91.00	3	
47009	Memphis, Tenn., to Arkansas City, Ark.	James H. Rees.....	9,000.00		256.00	2	
			27,173.00		687.00		

D.—Steamboat service in operation on the 30th of June, 1902—Continued.

No. of route.	State and terminl.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
	LOUISIANA.		Dollars.	Miles.		
49090	Belle Isle to Morgan City.....	Gulf and Mississippi River Transportation Co., B. D. Powleson, general freight and passenger agent.	200.00	30.00	6	Or as much oftener as boats may run.
49092	Harvey to Grand Isle.....	Henry A. Harvey.....	1,700.00	90.00	2	
49093	Lowry to Mernenton.....	Albert F. Dobbettin.....	1,298.20	33.50	6	
49094	Port Eads to Buras.....	John J. Keegan.....	3,596.00	39.16	6	
49095	Akers to Port Vincent.....	J. A. Murr.....	3,200.00	58.00	3	
49096	Lake Charles to Cameron.....	E. S. Crosby and J. D. Cline.....	1,925.00	51.00	3	
49097	Jonestown to Arnaud.....	J. N. Thomas.....	1,978.16	168.00	3	
49098	Natchez, Miss., to Icksburg, Miss.....	George G. Klapp.....	3,899.00	108.00	3	
49099	Natchez, Miss., to Bayou Sara.....	Frederick Browder Postethwaite.....	4,357.50	106.00	3	
	WASHINGTON.					
			21,097.46	579.66		
71063	Seattle to Victoria, British Columbia.	Alaska Steamship Co., Charles E. Peabody, president.	3,000.00	160.00	12	One way only.
71065	Seattle to Bremerton.....	Le Conner Trading and Transit Co., Joseph Le Conner, president.	600.00	15.00	14	Or as much oftener as boats may run.
71066	Seattle to Vancouver.....	Western Steam Navigation Co., C. W. Cook, vice-president and general manager.	300.00	250.00	3	
71067	Tacoma to Olympia.....	S. Willey Steamship and Navigation Co., C. E. Curtis.....	900.00	40.00	6	
71068	Whatcom to Point Roberts.....	I. B. Moe.....	1,533.33	51.00	3	Omitting Semiahmoo on return trip.
71072	Seattle to Barrow.....	Max Skibbe.....	200.00	18.00	6	From Apr. 1, 1902, to Mar. 31, 1903.
71074	Astoria, Oreg., to Grays River.....	Frederic G. Deming.....	800.00	22.00	2	1 additional trip per week permitted.
71076	Olympia to Shelton.....	Andrew Newhall.....	900.00	22.00	6	6 round trips additional permitted.
71078	Anacortes to Whatcom.....	Pacific Navigation Co., J. M. Ashton, president.	2,677.67	89.92	3	One way only from Seattle to Whatcom, and once a week returning, with additional gratuitous service Anacortes to Seattle.
71080	Seattle to Whatcom.....	do.....	2,000.00	103.55	7	
71081	Seattle to Leconner.....	Edward N. Robinson and Richard S. Robinson.....	4,500.00	107.00	6	
71082	Seattle to Silverdale.....	Nils Olsen and Thos. Hagdahl.....	1,410.68	29.00	6	
71083	Seattle to Poulsbo.....	H. A. Hansen.....	1,173.33	32.00	6	
71084	Seattle to Union.....	John Rex Thompson.....	1,561.47	106.50	3	
71086	Seattle to Port Townsend.....	L. B. Hastings.....	8,107.02	71.00	6	With 7 additional trips, omitting intermediate offices.
71087	Port Townsend to Hadlock.....	do.....	561.00	6.75	6	
71088	Port Townsend to Whatcom.....	John Rex Thompson.....	5,825.32	117.01	3	

71089	Port Townsend to Neahbay	.....do	6,000.00	115.00	6	To Port Angeles (42 miles). Residue of route (73 miles).
71090	Port Townsend to Coupeville	L. Hastings	607.50	7.50	3	
71091	Hoguelan to Dungeness	Arthur Benham	1,000.00	18.00	6	
71092	Olympia to New Kaslochee	Frederic G. Deming	900.00	20.00	6	
71094	Tacoma to Seattle	Arda E. Hunt	1,248.00	43.62	6	
71095	Tacoma to Tacoma	.....do	1,080.00	37.25	6	Between Tacoma and Gig Harbor (8.50 miles). Residue of route (23.76 miles).
71096	Tacoma to Detroit	Wm. Bradford	946.85	56.75	3	
71097	Tacoma to Burton	Frank W. Bibbins and Chauncey E. Wi- man	474.00	10.00	6	
71098	Astoria, Oreg., to Deepriver	S. A. Lovelace	975.00	19.50	3	
71100	Nahcouth to Southbend	George H. Emerson	2,410.98	83.50	6	
			51,681.15	1,600.85	.....
	OREGON.					
73095	Portland to Astoria	Oregon Railroad and Navigation Co., A. L. Mohler, president.	6,000.00	109.29	6	
73097	Newport to Yaquina Station (n.o.)	W. M. Weighel	490.00	4.00	6	
73098	Mapleton to Florence	N. J. Cornwell	797.00	18.50	6	
73100	Myrtlepoint to Bandon	Thomas William McCloskey	846.00	39.25	6	
			8,138.00	171.04	.....
	CALIFORNIA.					
76085	Ferry Station, San Francisco, to Dut- ton Landing	California Transportation Co., N. Ander- son, secretary.	300.00	45.00	3	
76087	San Francisco to Eureka	North Pacific Steamship Co., Chas. P. Doe, manager.	730.00	280.00	1	Round trip every 5 days, at \$10 per trip.
76096	Tahoe to Tahoe	Charles T. Bliss	3,349.30	27.75	6	From May 1 to Oct. 31.
76097	San Francisco to Crescent City	Charles E. Dugan	706.00	274.00	2	From Nov. 1 to Apr. 30.
76098	San Francisco to Eureka	Pacific Coast Steamship Co., John L. Howard, vice-president.	6,000.00	280.00	1	Mar. 1 to Oct. 31; 3 times a month residue of year.
76099	San Francisco to Sacramento	C. J. Wilder	6,000.00	120.62	6	And as much oftener as boats may run.
76100	San Pedro to Avalon	Wilmington Transportation Co., Hancock Banning, second vice-president.	1,300.00	27.00	3	From May 1 to Sept. 30. From Oct. 1 to Apr. 30.
			18,884.90	954.37	.....
	ALASKA.					
78030	Juneau to Skagway	Charles E. Tibbitts	3,200.00	120.00	1	For 5 months and 2 twice a week for 2 months, at \$80 round trip.
78044	Juneau to Sitka	C. E. Tibbitts	5,500.00	290.00	.....	2 trips per month.
78049	Ketchikan to Ketchikan	Henry C. Strong	1,385.00	144.50	.....
78053	Juneau to Juneau	Stephen E. York	1,500.00	68.00	1	
78064	Seattle to Skagway	Alaska Steamship Co., Charles E. Pea- body, manager.	2,800.00	1,000.00	.....	3 trips per month, at \$75 round trip.
78076	Homer to Sunrise	Alaska Commercial Co., M. L. Wash- burn, superintendent.	2,600.00	175.00	.....	Once a month, 125 miles, Homer to Tyoonok, and twice a month, 50 miles, Tyoonok to Sunrise.

D.—Steamboat service in operation on the 30th of June, 1902—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Number of trips per week.	Remarks.
ALASKA—continued.						
78078	Seattle to Skagway.....	Washington and Alaska Steamship Co., Hugh C. Wallace, president.	<i>Dollars.</i> 2,700.00	<i>Miles.</i> 1,000.00	.....	3 trips per month, at \$75 round trip.
78083	.....do.....	Pacific Coast Steamship Co., John L. Howard, vice-president.	18,000.00	1,012.00	.....	2 trips per month, or oftener.
78094	.....do.....	Alaska Steamship Co., Charles E. Peabody, manager.	3,600.00	1,043.00	.....	4 round trips per month, at \$75 round trip.
78099	Valdez to Nutchek (n. o.).....	Pacific Steam Whaling Co., H. J. Knowles, secretary.	1,120.00	107.00	.....	2 trips per month Apr. 1 to Oct. 31, each year.
78100	Sitka to Unalaska.....	.....do.....	2,838.43	1,421.00	.....	1 trip per month Apr. to October.
TERRITORY OF HAWAII.						
80081	San Francisco to Honolulu.....	Pacific Mail Steamship Co., R. P. Schwerin, vice-president and general manager.	48,253.43	6,320.50	15	Per year.
80083	.....do.....	Togo Kato, Kaisha, Wm. H. Avery, general agent.	6,000.00	2,100.00	15	Do.
80084	.....do.....	Occidental and Oriental Steamship Co., D. D. Stubbs, general manager.	10,000.00	2,100.00	15	Do.
80085	Pago Pago to San Francisco.....	Oceanic Steamship Co., John D. Spreckels, president.	7,000.00	4,370.00	17	Do.
80088	Honolulu to Hoopuloa.....	Hawaiian Navigation Co., Limited, A. A. Young, president.	360.00	200.00	3	Per month.
80089	San Francisco to Honolulu.....	Oceanic Steamship Co., John D. Spreckels, president.	15,000.00	2,100.00	1	Every 3 weeks.
80090	Honolulu to Honokaa Landing (n. o.)	Interland Steam Navigation Co., Limited, by its president, John Ena.	600.00	157.00	2	Per month or more.
80091	Honolulu to Hana'ele.....	.....do.....	300.00	127.00	1	Or more.
80094	Honolulu to Hanalei.....	Wilder's Steamship Co., C. L. Wight, president.	3,000.00	144.00	1	
80095	Honolulu to Hanakakai.....	.....do.....	1,500.00	106.00	1	
80096	Honolulu to Hilo.....	.....do.....	5,400.00	229.00	1	
80097	Honolulu to Waimea.....	Interland Steam Navigation Co., Limited, by its president, J. Ena.	1,500.00	117.00	1	
80098	Honolulu to Eleale.....	.....do.....	1,500.00	110.00	1	
80099	Honolulu to Nawiliwili Landing (n. o.).....	.....do.....	1,500.00	98.00	1	
80100	Honolulu to Honuapo.....	.....do.....	4,500.00	255.00	3	Per month.
			68,160.00	14,313.00		

E.—Regulation, screen, or other wagon service in operation June 30, 1902.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	MAINE.		<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
401001	Lewiston and Auburn.....	Geo. W. Ross	3.08	10,158.85	1,490.00
401002	Portland	Ira Clay	2.62	24,015.56	4,250.00
			5.65	34,174.41	5,740.00
	NEW HAMPSHIRE.				
402001	Concord	Geo. W. Waters. . .	1.14	6,500.95	1,500.00
402002	Dover	Michael McCone .....	.38	2,675.96	795.00
402008	Manchester	Urban Gellinas.....	.70	7,083.30	897.50
402004	Portsmouth	Joseph Hett	1.03	4,490.64	1,225.00
			3.25	20,740.85	4,417.50
	VERMONT.				
408001	Burlington	Hoyt E. Salls	1.11	3,661.92	900.00
408002	Rutland	Walter R. Candlish..	.50	1,481.48	749.00
			1.61	5,143.40	1,649.00
	MASSACHUSETTS.				
404001	Boston	Henry P. Brown	6.68	69,383.87	24,930.00
404004	Fall River	Daniel Ratcliffe	1.03	8,904.90	985.00
404005	Fitchburg	Arthur E. Harris .....	.28	2,585.24	884.00
404006	Lowell	Morse Coach Co., by E. H. Morse, treasurer.	.45	7,300.35	1,700.00
404007	Lynn	Joseph Edward Armitage.....	.35	5,513.55	1,236.00
404008	Springfield	Phelps Publishing Co., Herbert Wyrich, president.	.25	5,631.25	2,174.00
404009	Worcester	Ernest St. Onge.....	1.32	21,268.84	3,496.50
404011	Boston	Charles Linehan .....	.74	30,723.32	8,700.00
			11.10	151,211.32	44,105.50
	RHODE ISLAND.				
406001	Providence.....	T. M. Adams	7.50	27,769.60	3,744.00
	CONNECTICUT.				
406001	Bridgeport	Orrin Oakley	1.50	4,315.99	1,187.00
406002	Hartford	E. H. Ryan	1.68	14,766.83	2,370.00
406003	New Haven	Peter A. Egan .....	.75	12,436.00	2,232.00
406004	Waterbury	W. M. Coffin	1.12	5,704.78	1,190.00
406005	Norwalk and South Norwalk.	Frank J. Bradbury	2.00	15,582.24	1,200.00
406006	Norwich	Joseph N. Phillips .....	.80	3,611.60	1,150.00
			7.85	56,416.44	9,329.00
	NEW YORK.				
407001	Albany	Jonas Keenholts.....	.92	8,928.59	2,990.00
407002	Auburn	Geo. A. Metzger	1.10	4,433.60	787.00
407003	Binghamton	Archie E. Morton	1.11	5,436.55	1,144.00
407004	Brooklyn	Wm. J. Plant	4.52	41,621.60	10,674.90
407005	Buffalo	James A. Love	10.87	53,695.44	6,568.00
407006	Elmira	Thurlow W. Cleveland.....	3.10	13,249.56	1,782.00
407007	Geneva	Michael Quinn	2.47	13,824.39	975.00
407008	Hudson	Peter H. Link	1.00	3,234.00	540.00
407010	Long Island City	Max Steiner .....	.50	3,521.00	850.00
407013	Plattsburg	Casper Young	1.30	4,184.62	699.00
407014	Poughkeepsie	John F. Maher	3.01	11,755.28	1,200.00
407015	Rochester	Edward F. Higgins.....	5.61	16,871.85	4,899.00
407016	Syracuse	John W. Cronin	1.86	9,910.14	2,450.00
407017	Troy	Wm. H. Quinn .....	.12	2,653.92	1,180.00
407018	Utica	Jacob Siegrist .....	.61	5,082.98	1,320.00
407020	Brooklyn	A. D. Canaday	7.23	44,584.44	5,733.00
407021	New York	W. M. Weighel.....	308.88	1,117,447.80	258,400.00
			854.21	1,360,436.06	296,691.90
	NEW JERSEY.				
409001	Camden	Samuel W. Davis .....	.40	4,465.20	1,087.00
409002	Jersey City	James H. Sweeney	13.17	15,892.68	4,790.00
409003	Newark	David Ogden	5.82	33,169.55	3,840.00
409004	Paterson	John Lawler	1.25	5,167.15	1,580.00
409005	Trenton	D. Cooper Allinson	1.36	10,130.47	1,919.00
			22.00	68,825.05	13,216.00
	PENNSYLVANIA.				
410001	Allegheny	Wm. S. Haugh	7.12	48,633.69	3,300.00
410002	Beaver Falls	Chas. C. Machesney.....	1.70	4,825.10	518.00
410003	Easton	Chas. P. Pomp	2.30	9,048.79	2,150.00
410004	Erie	F. J. Hampel	1.56	8,519.74	1,325.00
410005	Harrisburg	Andrew Schutzenbach and James J. Lynch.	.88	8,099.76	1,508.00

E.—Regulation, screen, or other wagon service in operation June 30, 1902—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	PENNSYLVANIA—cont'd.		<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
410006	Philadelphia	Isaac T. Hooker.....	7.84	43,214.75	12,772.00
410008	.....do.....	Pneumatic Transit Co., by Geo. J. Murray, secretary and treasurer.	.68	2,341.24	700.00
410009	.....do.....	Francis D. Tull.....	.78	2,741.88	775.00
410010	.....do.....	Pneumatic Transit Co., by Geo. J. Murray, secretary and treasurer.	.38	1,514.64	600.00
410011	.....do.....	Wm. McCarron.....	.28	3,305.84	960.00
410012	.....do.....	.....do.....	1.01	5,606.97	1,260.00
410013	.....do.....	.....do.....	1.82	5,548.63	1,172.00
410014	.....do.....	Pneumatic Transit Co., by Geo. J. Murray, secretary and treasurer.	.78	3,125.42	720.00
410015	Pittsburg.....	Wm. S. Haugh.....	10.29	64,564.72	10,879.00
410016	Reading.....	Harry C. Boyer.....	.93	5,173.28	822.00
410017	Scranton.....	American Bonding and Trust Co., of Baltimore City..	2.68	11,832.42	1,739.00
410018	Wilkesbarre.....	J. D. Branning.....	2.43	11,102.47	2,000.00
410019	York.....	Phillip K. Devers.....	.74	5,291.00	788.00
410021	Philadelphia.....	Wm. E. Dobson.....	5.87	58,221.03	13,760.00
			50.05	302,731.37	57,748.00
	DELAWARE.				
412001	Wilmington.....	A. W. Selak.....	4.94	20,148.24	1,393.00
	MARYLAND.				
413001	Baltimore.....	Samuel A. Rice.....	30.85	88,767.34	15,332.00
413002	Washington (D. C.).....	W. B. Catching.....	16.59	71,565.78	18,444.00
			47.44	160,333.12	33,776.00
	VIRGINIA.				
414001	Alexandria.....	James Patterson.....	2.09	5,002.56	1,000.00
414002	Danville.....	L. F. Barr.....	1.70	5,230.90	739.00
414003	Fredericksburg.....	Joseph Walker.....	1.99	2,331.24	498.75
414004	Lynchburg.....	C. E. Smith.....	.31	2,489.30	930.00
414005	Norfolk and Portsmouth.....	Chas. S. Davis.....	16.00	33,220.00	4,700.00
414006	Richmond.....	Frank B. Jenkins.....	8.91	23,876.47	3,580.00
	WEST VIRGINIA.		31.00	72,150.47	11,447.75
416001	Charleston.....	A. M. Prichard.....	2.80	6,718.60	1,250.00
416002	Martinsburg.....	F. H. Kneisly.....	.70	3,471.95	600.00
416003	Wheeling.....	Walter Moore and Leopold Schafer.	.92	7,689.33	2,100.00
	NORTH CAROLINA.		4.42	17,879.28	3,960.00
418001	Asheville.....	C. A. Potter.....	1.25	7,670.00	617.00
418002	Charlotte.....	.....do.....	2.62	6,249.36	899.00
418003	Greensboro.....	Koddy Fields.....	1.06	3,831.88	500.00
418004	Raleigh.....	C. A. Potter.....	.28	1,310.40	527.00
418005	Wilmington.....	John Pickett Council, jr.....	2.11	2,856.36	715.00
	SOUTH CAROLINA.		7.32	21,918.00	3,248.00
420001	Charleston.....	C. A. Potter.....	4.75	9,867.00	1,690.00
420002	Columbia.....	.....do.....	3.91	11,246.04	1,390.00
420003	Greenville.....	.....do.....	2.17	6,576.96	527.00
420004	Spartanburg.....	John H. Pollard.....	.71	2,740.92	428.00
	GEORGIA.		11.54	30,430.92	4,025.00
421001	Americus.....	C. A. Potter.....	.88	2,387.84	520.00
421002	Atlanta.....	.....do.....	2.34	8,679.84	1,927.89
421003	Augusta.....	.....do.....	.18	2,059.20	540.00
421004	Macon.....	W. M. Weighel.....	3.10	6,730.92	1,290.00
421005	Rome.....	C. A. Potter.....	2.61	5,840.64	698.00
421006	Savannah.....	S. G. Proffit.....	3.93	10,097.36	1,400.00
	FLORIDA.		13.04	34,795.80	6,375.89
423001	Jacksonville.....	S. G. Proffit.....	1.46	10,564.21	1,618.00
423002	Tampa.....	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president.	.60	1,776.32	974.00
			2.06	12,340.56	2,592.00

E.—Regulation, screen, or other wagon service in operation June 30, 1902—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	ALABAMA.		Miles.	Miles.	Dollars.
424001	Mobile	C. A. Potter .....	.58	2,224.04	860.00
424002	Montgomery	do .....	.59	5,123.56	689.00
424003	Seima	do	1.66	8,386.32	660.00
	MISSISSIPPI.		2.73	10,683.92	1,999.00
426001	Jackson	C. A. Potter .....	.53	3,610.36	490.00
426002	Meridian	do .....	.28	1,426.88	489.00
426003	Vicksburg	do	2.85	2,586.88	890.00
	TENNESSEE.		3.66	7,684.12	1,869.00
427001	Chattanooga	W. M. Weighel	1.77	7,890.48	1,470.00
427002	Knoxville	C. A. Potter	3.30	8,351.20	1,060.00
427003	Memphis	J. E. Mason	19.78	39,862.16	6,439.00
427004	Nashville	C. A. Potter	1.18	8,145.28	1,600.00
	KENTUCKY.		26.03	64,249.12	9,569.00
429001	Lexington	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president.	1.71	10,773.36	1,330.00
429002	Louisville	J. E. Mason	7.23	38,213.24	6,543.00
429003	Paducah	James Marable	1.35	3,852.16	800.00
	OHIO.		10.29	52,838.76	8,673.00
431001	Akron	J. A. Craft	5.31	14,200.84	1,212.00
431002	Canton	Henry D. Ziegler	1.84	7,934.68	1,200.00
431003	Cincinnati	S. G. Proffit	7.06	84,537.24	14,400.00
431004	Cleveland	E. A. Chilton	5.57	27,162.62	6,600.00
431005	Columbus	J. A. Craft	5.36	24,459.24	1,837.00
431006	Dayton	C. R. Houchins .....	.46	5,695.36	1,110.00
431007	Hamilton	Horace M. Kinnear	1.30	7,040.80	824.00
431008	Lima	E. A. Chilton	5.54	7,842.32	1,120.00
431009	Mansfield	W. M. Weighel	1.63	18,341.93	1,370.00
431010	Massillon	E. B. Baylis	2.10	5,351.30	774.00
431011	Sandusky	C. R. Houchins	7.20	10,834.20	1,415.00
431012	Springfield	E. A. Chilton	4.37	4,497.44	1,372.00
431013	Toledo	Michael J. Clark	6.58	37,976.58	4,000.00
431014	Zanesville	S. G. Proffit .....	.77	3,753.90	868.00
431015	Youngstown	E. A. Chilton	2.52	7,414.90	1,480.00
431016	Chillicothe	W. M. Turpin	2.01	10,027.18	1,100.00
	INDIANA.		57.62	277,070.53	39,682.00
433001	Anderson	Chas. W. Heard, Joseph G. Braxton, and Thos. J. Braxton.	1.47	4,586.80	583.00
433002	Evansville	J. A. Craft	6.43	14,764.88	1,593.00
433003	Fort Wayne	W. M. Weighel	3.36	10,081.76	1,330.00
433004	Indianapolis	S. G. Proffit .....	.76	12,320.88	1,547.00
433005	Lafayette	E. A. Chilton	2.71	6,263.27	1,018.00
433006	Logansport	John A. Hume	3.20	7,815.40	1,095.00
433007	South Bend	W. M. Weighel	12.37	11,942.32	1,460.00
433008	Terre Haute	Nathaniel F. Davis	1.72	11,411.92	840.00
433009	Marion	Sanford L. Raridan	2.40	6,804.85	1,296.00
	ILLINOIS.		34.42	86,002.08	10,762.00
435001	Bloomington	E. A. Chilton	5.82	18,607.68	1,882.00
435002	Calro	C. R. Houchins	2.13	7,668.96	1,039.00
435003	Chicago	S. G. Proffit	23.96	328,838.64	46,000.00
435004	do	H. Wadsworth	104.18	142,330.40	19,300.00
435005	Danville	Idaho, Nevada, and California Stage Co., W. E. Travis, vice-president.	3.75	7,254.00	966.00
435006	Decatur	E. A. Chilton .....	.72	6,215.04	787.00
435007	East St. Louis and National Stock Yards.	W. M. Brevard	2.26	6,633.12	765.00
435008	Elgin	Ira Aldrich	1.63	4,416.88	918.00
435009	Freeport	W. M. Brevard .....	.98	4,848.48	888.00
435010	Peoria	Idaho, Nevada, and California Stage Co., W. E. Travis, vice-president.	1.86	15,840.24	1,260.00
435011	Quincy	S. G. Proffit	1.59	8,081.32	970.00
435012	Rockford	C. R. Houchins	1.65	3,356.08	979.00
435013	Rock Island	Idaho, Nevada, and California Stage Co., W. E. Travis, vice-president.	7.20	17,233.64	1,580.00
435014	Springfield	C. R. Houchins	1.58	6,812.00	1,039.00

E.—Regulation, screen, or other wagon service in operation June 30, 1902—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
ILLINOIS—continued.			<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
435015	Chicago	Harry G. Seger .....	.66	6,452.16	1,000.00
435016	do	do .....	.66	6,452.16	1,100.00
435017	do	Geo. G. Travis	1.47	3,994.00	586.00
435019	do	Harry G. Seger .....	.38	2,643.68	975.00
435020	do	do .....	.41	5,720.00	890.00
435021	do	do .....	.44	8,108.88	895.00
435022	do	do	1.13	774.80	822.00
435023	do	James Tenney .....	.05	390.00	478.00
435024	do	Harry G. Seger .....	.05	340.60	547.00
435025	do	do .....	.05	5,583.76	965.00
435026	do	do .....	.91		
			165.52	621,235.64	86,994.00
MICHIGAN.					
437001	Detroit	C. R. Houchins	4.93	29,983.28	3,835.00
437002	do	Charles I. Johnson	8.60	31,920.72	1,790.00
437004	Jackson	Wm. B. Drake	3.49	10,261.68	1,148.00
437005	Kalamazoo	C. R. Houchins	2.69	7,992.40	927.00
437006	Lansing	W. M. Brevard	3.74	16,489.20	1,231.00
437007	Saginaw and Saginaw, West Side	J. A. Craft			
437008	Owosso	Lester C. Barnes a	9.43	28,164.12	2,121.00
437009	Battle Creek	E. M. McConnell a	1.40	9,172.80	494.00
			.74	2,629.12	850.00
			35.02	136,563.32	12,396.00
WISCONSIN.					
439001	Green Bay	W. M. Brevard	3.54	9,760.82	1,331.00
439002	La Crosse	do .....	.88	3,094.00	747.00
439003	Madison	J. E. Mason	5.18	11,105.12	1,221.00
439004	Milwaukee	S. G. Proffit	3.67	18,666.96	3,230.00
439005	do	C. R. Houchins	9.10	22,908.60	1,717.00
439006	Racine	E. A. Chilton	1.51	8,261.24	1,020.00
			23.88	73,796.24	9,266.00
MINNESOTA.					
441001	Minneapolis	C. R. Houchins	4.58	15,631.72	3,480.00
441002	St. Cloud	W. M. Brevard	2.02	7,905.56	660.00
441003	St. Paul	Herman Reischow and H. G. Reischow	4.28	23,819.66	3,200.00
441004	Winona	C. R. Houchins	2.75	5,285.68	1,212.00
441007	St. Paul	Reischow Bros	1.64	1,023.36	490.00
			15.27	53,665.98	9,032.00
IOWA.					
443001	Burlington	W. M. Weighel	1.08	4,177.68	930.00
443002	Cedar Rapids	Idaho, Nevada, and Califor- nia Stage Co., W. E. Travis, vice-president	1.37	3,747.64	1,082.00
443003	Council Bluffs	W. M. Brevard	4.86	15,516.52	1,919.00
443004	Des Moines	do	4.20	8,617.28	1,441.00
443005	Dubuque	do	2.58	10,618.92	1,441.00
443006	Keokuk	C. R. Houchins .....	.61	5,138.64	888.00
443007	Oskaloosa	W. M. Brevard	1.49	4,141.28	640.00
443008	Ottumwa	Idaho, Nevada, and Califor- nia Stage Co., W. E. Travis, vice-president	4.63	9,481.16	1,099.00
			20.82	61,439.12	9,390.00
MISSOURI.					
445002	St. Joseph	J. A. Craft	1.55	13,844.40	1,287.00
445004	St. Louis	H. Wadsworth	31.85	105,950.02	20,890.00
445006	Springfield	W. M. Brevard	4.97	9,245.08	919.00
445007	Kansas City	James F. Clinton a	2.05	3,079.75	1,195.00
445008	do	L. P. Slavens a .....	.26	4,935.84	1,600.00
245001	St. Louis	W. H. Kennedy b	2.17	7,365.53	1,384.00
245002	do	do b	11.73	8,458.32	1,100.00
			54.58	152,878.94	28,375.00
ARKANSAS.					
447001	Little Rock	J. P. Stewart and W. H. Smith	1.50	6,683.00	923.00
447002	Texarkana	E. A. Chilton	1.90	4,834.96	772.00
			3.40	11,517.96	1,695.00
LOUISIANA.					
449001	New Orleans	A. T. Whiting	56.59	84,211.86	9,630.00

a Not under formal contract with bond.

b Collection and distribution wagon service not under formal contract.

E.—Regulation, screen, or other wagon service in operation June 30, 1902—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	TEXAS.		<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
450001	Dallas	Albert P. Cross	7.24	19,747.55	1,600.00
450002	Fort Worth	E. A. Chilton	5.60	10,407.76	1,042.00
450003	Houston	James M. Boreling	8.94	12,758.72	1,643.00
450004	San Antonio	J. A. Craft	7.26	11,237.14	1,193.00
450005	Sherman	Walter L. Blake	1.22	4,301.12	1,200.00
450006	Temple	C. R. Houchins	1.74	7,600.32	518.00
			27.00	66,052.61	7,196.00
	KANSAS.				
455001	Emporia	David A. Stafford	1.09	3,713.32	500.00
455002	Fort Scott	J. A. Craft	2.83	4,300.40	843.00
455004	Lawrence	do .....	.90	4,648.50	693.00
455005	Leavenworth	J. C. Johnson	2.24	7,902.88	1,064.90
455006	Paola	J. A. Craft	2.90	6,436.56	664.00
455007	Topeka	C. R. Houchins	2.66	7,902.17	1,128.00
455008	Wellington	E. A. Chilton .....	.80	2,629.12	496.00
455009	Wichita	J. S. Jackson	3.07	8,917.53	897.50
455010	Winfield	E. A. Chilton	1.88	4,622.90	574.00
455012	Ottawa	Wm. J. Alford	1.09	1,155.44	450.00
455013	Kansas City	Alfred A. Foster .....	.02	185.66	355.00
455014	do	Lester J. Davis .....	.04	371.32	360.00
455015	do	Lou Klassen .....	.75	6,024.00	1,096.00
			20.27	58,809.70	9,122.40
	NEBRASKA.				
457001	Beatrice	E. A. Chilton	1.17	2,213.12	574.00
457002	Lincoln	do	4.06	5,870.80	964.00
457003	Norfolk	C. R. Houchins	1.95	3,718.00	528.00
457004	Omaha	P. F. Stillings	6.27	29,568.24	2,650.00
			13.44	41,370.16	4,716.00
	SOUTH DAKOTA.				
459001	Sioux Falls	J. P. Stewart and W. H. Smith	2.71	3,582.06	612.00
	NORTH DAKOTA.				
461001	Grand Forks	J. P. Stewart and W. H. Smith	1.07	2,642.64	612.00
	MONTANA.				
463001	Helena	E. A. Chilton	2.00	5,564.00	1,860.00
	COLORADO.				
465001	Colorado Springs	Albert P. Cross	3.11	7,495.61	890.00
465002	Leadville	Alfred Parker	1.30	2,918.46	786.00
465003	Pueblo	C. R. Houchins .....	.52	4,544.26	868.00
	UTAH.				
469001	Salt Lake City	C. R. Houchins	4.93	14,958.33	2,544.00
			1.65	7,645.27	1,111.00
	WASHINGTON.				
471001	Seattle	Alfred Parker	7.79	7,750.48	1,790.00
	OREGON.				
473001	Portland	Charles P. Church	18.13	26,655.58	3,585.73
	CALIFORNIA.				
476002	Oakland	E. A. Chilton	5.78	35,877.76	2,828.00
476003	Sacramento	J. P. Stewart and W. H. Smith	1.23	9,834.24	1,067.00
476004	San Bernardino	Alfred Parker .....	.91	7,097.48	444.00
476005	San Francisco	E. A. Chilton	3.71	18,084.72	4,740.00
476006	San Jose	Alfred Parker	1.60	6,982.80	555.00
476007	Stockton	do .....	.75	5,304.00	499.00
476008	Los Angeles	P. H. Idol	6.16	22,822.24	2,473.00
476009	do	A. W. Sanborn	2.65	4,820.40	277.00
			22.74	110,803.64	12,882.00

a Not under formal contract with bond.

F.—Electric and cable car mail service in operation June 30, 1902.

[Motive power electricity unless otherwise noted.]

No. of route.	State and termini.	Corporate title of company carrying the mail.	Length. Miles.	Annual car miles.	Size of car.	Class of service.	Cost per mile of transportation.	Annual rate of expenditure.
	MAINE.						Cents.	Dollars.
301001	Springvale and Cape Porpoise.....	Springvale and Cape Porpoise Rwy. Co.....	23.03	33,090.34	Ft. in.	Closed pouch...	3.00	992.70
301002	Vacant.							
301003	Skowhegan, Norridgewock.....	Skowhegan and Norridgewock Electric R. R. and Power Co.	6.18	5,387.05		.....do.....		250.00
301004	Portland, South Portland Station.....	Portland and Cape Elizabeth Rwy. Co.....	1.50	3,442.50		.....do.....		175.00
301005	Vacant.							
301006	Camden, Maine Central R. R. at Rockland.....	{ Rockland, Thomaston and Camden Street Rwy.	8.46	21,403.90	5 0	Apartment.....	3.75	802.64
301007	Grand Trunk Rwy. of Canada at South Paris, Norway.	{ Norway and Paris Street Rwy.....	1.51	2,647.98		Closed pouch...	3.00	79.43
301008	Fairfield, Benton Falls.....			4,726.30		.....do.....		200.00
301009	Benton Falls, Benton Falls.....	Benton and Fairfield Rwy. Co.....	2.58	4,022.96		.....do.....		200.00
301010	Bangor, Hampton Corners.....	Bangor, Hampton and Winterport Rwy.....	6.21	12,280.50		.....do.....	8.00	398.41
301011	East Corinth, Bangor.....	Penobscot Central R. R. Co. 5°.	20.43	33,641.24		.....do.....		899.22
301012	Augusta, Togo.....	Augusta, Hallowell and Gardiner R. R. Co. 6°	5.63	5,333.52		.....do.....		250.00
	NEW HAMPSHIRE.							
			75.63	126,176.19				4,187.40
302001	Portsmouth, York Beach (Me.).....	Portsmouth, Kittery and York Street Rwy.	15.75	26,271.00	10 0	Apartment.....	7.50	1,576.25
302002	Chester, Derry Depot.....	Chester and Derry R. R. Association.....	7.63	17,038.46		Closed pouch...	3.00	49.14
302003	Hampton, Hampton Beach.....	Exeter, Hampton and Amesbury Street Rwy. Co.	3.25	1,540.50		.....do.....	3.00	511.00
302004	Boston and Maine R. R. at Exeter, Amesbury.....	.....do.....	17.20	32,164.00	9 5	Apartment.....	7.00	2,251.48
302005	Marlboro, Keene.....	Keene Electric Rwy. Co.....	4.59	8,620.02		Closed pouch...	3.00	253.60
302006	Portsmouth, Northampton Depot.....	Boston and Maine R. R.....	12.98	16,906.44		.....do.....	3.00	507.19
	VERMONT.		60.90	104,173.42				5,393.67
303001	Brattleboro, West Brattleboro Station.....	Brattleboro Street R. R. Co. b.	2.50	6,520.00		Closed pouch...		200.00
303002	Springfield, Boston and Maine Central R. R. at Charlestown (N. H.).	Springfield Electric Rwy. Co.....	6.51	26,123.60		.....do.....	3.00	753.85
303003	Stowe, Central Vermont R. R. at Waterbury.....	Mount Mansfield Electric R. R. Co.....	11.03	21,960.56		.....do.....	3.00	653.80
303004	Bellevue Falls, Saxtons River.....	Bellevue Falls and Saxtons River Street Rwy. Co.	5.77	15,046.26		.....do.....	3.00	451.44

Vacant. 380005 380006	St. Albans, St. Albans Bay	3.09	3,949.02	Closed pouch.	200.00
		28.96	72,606.44		2,264.09
MASSACHUSETTS.					
384001	Boston, Brookline Station	8.86	88,220.95	Independent	4,464.20
384002	Boston, Roxbury Crossing Station	8.65	80,762.15	do	2,426.02
384003	Boston, Cambridge St.	6.39	83,536.00	do	3,917.01
384004	Boston, West Somerville Station	6.34	84,415.16	do	4,019.69
384005	Boston, New Dorchester Station	6.29	80,141.40	do	8,520.52
384006	Boston, Dorchester Station	4.20	19,088.08	do	2,228.76
384007	Boston, Boston	4.20	17,623.50	do	2,069.12
384008	Subway (n. o.), Williamsburg	8.63	21,609.52	Apartment	1,468.64
384009	Conway, Fitchburg R. R. Station	5.16	12,457.40	Closed pouch	7.92
384010	Arlington, New York, New Haven and Hartford R. R.	2.00	8,764.00	do	373.72
384011	Worcester, Mail Stations	15.21	33,353.37	do	262.92
384012	Worcester, Whitman	6.45	11,318.08	do	3.00
384013	New Bedford, Fall River	13.93	48,600.90	do	3.00
384014	Greenfield, Turners Falls	4.49	14,096.65	do	3.00
384015	Shelbourne Falls, Colerain	6.58	10,179.26	do	3.00
384016	Bridgewater, Taunton	10.78	13,357.20	do	3.00
384017	Quincy, East Weymouth	6.91	18,468.98	do	3.00
384018	Hingham, Accord	5.00	9,890.00	do	3.00
384019	Ridgehall, New York, New Haven and Hartford R. R.	4.25	7,981.50	do	3.00
384020	South Middlesex Street Rwy. Co.	2.00	3,725.00	do	200.00
384021	Worcester Consolidated Street Rwy. Co. ^b	16.02	31,303.06	do	600.00
384022	Northampton, Bay State	2.18	4,083.52	do	150.00
384023	Haverhill, Cushing	17.56	19,710.64	do	498.82
384024	North Amherst, Amherst	2.51	4,718.78	do	200.00
384025	Collinsville, Lowell	3.90	4,882.80	do	200.00
384026	Hingham, Surfside	8.86	8,569.20	do	257.07
384027	Worcester, Leicester	7.13	18,390.14	do	401.70
384028	Whitman, Brockton	5.02	12,570.08	do	377.10
384029	New Bedford, South Dartmouth	3.79	7,117.62	do	250.00
384030	Brockton, Stoughton	5.96	7,449.40	do	250.00
384031	North Attleboro, Pawtucket (R. I.)	8.35	16,549.70	do	498.49
384032	Bridgewater, North Middleboro	4.75	8,920.50	do	267.61
384033	Newburyport, Haverhill	13.45	25,239.10	do	757.77
384034	Palmer, Monson	14.60	11,565.96	do	347.57
384035	Taunton, Rehoboth	9.99	6,878.14	do	250.00
384036	Auburn, North Oxford	5.52	8,688.80	do	256.16
384037	Cochituate, Natick	2.71	5,089.38	do	250.00
384038	Saxonville, South Framingham	3.72	6,986.16	do	250.00

^b Agreement.

c New.

^b Agreement.

c New.

F.—Electric and cable car mail service in operation June 30, 1902—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Length. Miles.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
							Cents.	Dollars.
MASSACHUSETTS—continued.								
304042	Lawrence, Methuen station.	Boston and Northern Street Rwy. Co.	2.40	7,761.60	Fl. tr.	Closed pouch.		250.00
304043	Vacant.							
304044	Hatfield, Northampton.	Northampton and Amherst Street Rwy. Co.	5.12	12,820.48		do		225.00
304045	Southbridge, Fiske Dale.	Southbridge and Sturbridge Street Rwy. Co.	6.77	11,380.68		do	3.00	841.41
304046	East Whitman, Bryanville.	Brockton and Plymouth Street Rwy. Co.	7.08	8,864.16		do	3.00	285.92
304047	Canton, Ponkapog.	Blue Hill Street Rwy. Co.	3.35	4,194.20		do		200.00
304048	Vacant.							
304049	Byfield, South Byfield.	Georgetown, Rowley and Ipswich Street Rwy. Co.	3.06	3,831.12		do		200.00
304050	Boston, Malden station.	Boston Elevated Rwy. Co.	5.80	34,626.00	16 0	Apartment	12.00	4,155.12
304051	Brockton, Eastondale.	Old Colony Street Rwy. Co.	5.58	10,479.24		Closed pouch.	3.00	314.37
304052	Northampton, Holyoke Street Rwy.	Northampton Street Rwy. Co.	2.78	1,740.28	20 0	Apartment	13.50	234.93
304053	Northampton Street Rwy.	Holyoke Street Rwy. Co.	12.19	7,630.94	20 0	do	13.50	1,080.17
304054	Holyoke Street Rwy.	Springfield Street Rwy. Co.	5.51	3,449.26	20 0	do	13.50	465.65
304055	Amherst, Northampton.	Northampton and Amherst Street Rwy. Co.	7.43	9,688.72		Closed pouch.	3.00	290.66
304056	Millford, Mendon.	Millford and Uxbridge Street Rwy. Co.	4.22	5,283.44		do		250.00
304057	Springfield, Feeding Mills.	Springfield Rwy. Co.	16.89	26,072.28		do	3.00	782.16
304058	Springfield, West Springfield.	Stoughton and Randolph Street Rwy. Co.	3.20	4,125.34		do		200.00
	Holbrook R. R. station, North Stoughton.							
			846.91	756,988.96				45,062.09
RHODE ISLAND.								
305001	Westerly, Watch Hill.	Pawcatuk Valley Street Rwy. Co.	5.80	5,544.80		do		250.00
305002	Vacant.							
305003	Woonsocket, Slaterville.	Woonsocket Street Rwy. Co.	4.17	7,891.26		do		250.00
305004	Thirton and Mile Corner (n. o.).	Newport and Fall River Street Rwy. Co.	10.49	13,982.50		do	3.00	417.91
305005	Mile Corner (n. o.), Newport.	do	1.70	2,186.20		do		175.00
305006	New York, New Haven and Hartford R. R. at Providence, Butenwood.	Rhode Island Suburban Rwy. Co.	13.51	19,460.36		do	3.00	662.01
305007	Providence, Foster Center.	Providence and Danielson Rwy. Co.	21.56	37,731.76		do	3.00	1,131.95
305008	Providence, mail stations, post-offices.	Union R. R. Co.	20.05	39,348.42		do	3.00	1,180.45
305009	Providence, Fall River, Bristol.	New York, New Haven and Hartford R. R. Co.	22.51	33,785.22	9 0	Apartment	6.75	2,280.50
			18.70	25,337.20		Closed pouch.	3.00	2,180.66
305010	Providence, Fall River.	Providence and Fall River Street Rwy. Co.				do		2,760.71
			118.99	257,804.42				9,209.19

F.—Electric and cable car mail service in operation June 30, 1902—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
				Miles.	Sq. ft.		Cents.	Dollars.
NEW YORK—continued.								
307021	Youngstown, New York Central and Hudson River R. R.	Lewiston and Youngstown Frontier Rwy. Co.	6.26	15,675.04		Closed pouch.	3.00	470.25
307022	Vacant.							
307023	Vacant.							
307024	New Paltz, Poughkeepsie	New Paltz and Poughkeepsie Traction Co.	11.32	20,964.64		do	3.00	623.94
307025	Warrensburg, Mechanicsville, Schuylerville, Greenwiche.	Hudson Valley Rwy. Co.	59.21	54,568.70		do	3.00	1,686.91
307026	Northern Central R. R. Station, Branchport.	Penn Yan, Keuka Park and Branchport Rwy.	8.42	15,812.76		do	3.00	474.38
307027	Poughkeepsie, Wappingers Falls, Arlington.	Poughkeepsie City and Wappingers Falls Electric Rwy. Co.	9.52	7,820.00		do		250.00
307028	Port Richmond, Castleton Corners.	Staten Island Midland R. R. Co.	2.48	3,104.96		do		175.00
307029	Olean, Bradford, Pa.	Olean, Bradford and Rock City R. R. Co.	20.10	25,165.20		do	3.00	754.95
307030	Vacant.							
307031	Syracuse, mail stations.	Syracuse Rapid Transit Rwy. Co.	10.87	16,186.85		do	3.00	465.60
307032	Iduca, Lehigh Valley R. R. Station.	Iduca Street Rwy. Co.	1.75	3,884.25		do		200.00
307033	Halesite, Long Island R. R.	Huntington R. R. Co.	2.88	6,704.46		do		250.00
307034	Syracuse, Manlius.	Syracuse and Suburban R. R. Co.	10.38	19,468.64		do	3.00	564.80
307035	Vacant.							
307036	Ballston Spa, Middlegrove.	Ballston Terminal Rwy. Co.	11.35	14,210.20		do	3.00	426.30
307037	Vacant.							
307038	Lima, New York Central and Hudson River R. R. Station at Honeoye Falls.	Lima-Honeoye Falls Electric Light and R. R. Co.	4.61	5,771.72		do		150.00
307039	Vacant.							
307040	Mohegan, Peekskill.	Peekskill Lighting and R. R. Co.	4.01	5,020.52		do		150.00
307041	Sodus, Rochester.	Rochester and Sodus Bay Rwy. Co.	33.62	29,947.84		do	3.00	898.43
307042	Coopers town, Oneonta (Station A).	Oneonta, Coopers town and Richfield Springs Rwy. Traction Co.	30.36	38,749.40		do	3.00	1,162.48
307043	Kingston, Rhinecliff Ferry.	Kingston Rwy. Traction Co.	2.85	26,031.38		do	3.00	780.94
307044	Albany, Hudson.	Albany and Hudson River and Power Co.	36.70	68,922.60		do	3.00	2,057.67
307045	Richmond, St. George's Ferry (transfer room).	Staten Island Midland R. R. Co.	7.41	19,555.24		do	3.00	686.53
307046	Albany, New York.	International Rwy. Co.	12.62	23,700.36		do	3.00	711.01
307047	Middle town, New York, Ontario and Western Rwy.	Ontario and Mohawk Valley Rwy. Co.	1.61	2,097.00		do		175.00
307048	Mahwah, Hawthorne.	Westchester Traction Co.	1.49	2,964.99		do		250.00
307049	Cosmopolitan, New York Central and Hudson River R. R.	Waverly, Sarve and Athens Traction Co.	4.83	7,392.96		do		175.00
307050	Waverly, Athens (Pa.).	Cortland Traction Co.	5.50	8,443.00		do		175.00
307051	Northport, Long Island R. R.	Northport Traction Co.	2.50	9,390.00		do	3.00	281.70
307052	Vacant.							
307053	Catskill, New York Central and Hudson River R. R.	Catskill Electric Rwy. Co.	1.06	5,367.60		do		250.00
			465.25	1,012,229.82				49,971.31

NEW JERSEY.									
309001	Paterson, Singac.....	5.77	10,874.50	.....	Closed pouch.....	3.00	320.23	
309002	Bridgeton, Millville, Bridgeton, Bivalve.....	31.14	61,122.64	.....	do.....	3.00	1,833.67	
309003	Atlantic City, Longport.....	7.00	8,946.00	.....	do.....	3.00	288.88	
309004	Newark, mail stations, post-offices.....	7.86	16,708.72	.....	do.....	3.00	501.26	
309005	Woodbury, Almonesson.....	3.23	4,043.96	.....	do.....	3.00	200.00	
309006	Vacant.....								
309007	South Orange, Vailsburg.....	2.00	3,756.00	.....	do.....		200.00	
309008	Vacant.....								
309009	Trenton, Lawrenceville, Trenton, Whitehorse Sta- tion.....	10.60	18,767.48	.....	do.....	3.00	583.02	
309010	Jersey City, Guttenburg.....	8.88	27,101.65	.....	do.....	3.00	813.04	
309011	Jersey City, Bayonne.....	9.18	29,864.64	.....	do.....	3.00	831.53	
PENNSYLVANIA.									
310001	Pennsylvania R. R., Duquesne.....	85.66	180,505.59	.....			5,581.13	
	McKeesport, Wilmerding and Duquesne Rwy. Co.....	10.56	36,354.32	.....	Closed pouch.....	3.00	1,090.64	
310002	Beaver Falls, Rochester.....	9.30	39,488.88	10 0	Apartment.....	7.50	2,981.62		
310003	Beaver Falls, Vanport.....		4,606.36	.....	Closed pouch.....	3.00	138.16	
310004	Vacant.....								
310005	Pittsburg, South Side Station, Pittsburg, Fetterman.....	5.97	16,705.48	.....	do.....	3.00	501.16	
310006	Vacant.....								
310007	Pennsylvania R. R., Marietta.....	5.60	8,764.00	.....	do.....	3.00	282.92	
310008	Hazleton, Ebervale, Hazleton, Latimer Mines.....	7.69	19,750.30	.....	do.....	3.00	386.00	
310009	Vacant.....								
310010	Philadelphia, Station G.....	6.68	78,970.96	15 0	Independent.....	11.25	8,884.23		
310011	Minersville, Glen Carbon.....	13.91	28,871.21	.....	Closed pouch.....	3.00	809.10	
310012	Pottstown, Sunatoga.....	3.10	3,881.20	.....	do.....	3.00	200.00	
310013	Pottstown, Sunatoga.....	5.46	16,016.21	.....	do.....	3.00	320.00	
310014	Hazleton, McAdoo.....								
310015	Vacant.....								
310016	Scranton, Dunmore.....	2.75	7,133.50	.....	do.....		250.00	
310017	Media, Chester.....	6.34	11,906.52	.....	do.....	3.00	357.19	
310018	Moore's Station (n. o.), Essington.....	1.67	2,080.82	.....	do.....		176.00	
310019	Lock Haven, Millhill.....	3.85	4,820.20	.....	do.....	3.00	200.00	
310020	Lancaster, Lititz.....	13.13	29,234.20	.....	do.....	3.00	877.02	
310021	Philadelphia (63d and Market streets), Westchester.....	20.02	37,057.00	.....	do.....	3.00	1,111.11	
310022	Vacant.....								
310023	Westchester, Wilmington and Northern R. R.....	4.17	5,220.84	.....	do.....		250.00	
310024	Philadelphia, Station I.....	7.94	92,462.14	15 0	Independent.....	11.25	10,401.99		
310025	Philadelphia, 63d and Market streets.....	4.99	24,587.54	15 0	do.....	11.25	8,931.08		
310026	Philadelphia, Darby.....	4.98	27,689.00	15 0	do.....	11.25	8,109.88		
310027	Philadelphia, Philadelphia.....	3.83	24,010.27	15 0	do.....	11.25	2,701.14		
310028	Philadelphia, Station F.....	6.74	79,087.91	15 0	do.....	11.25	8,931.75		
310029	Norristown, Wissahickon Station (n. o.).....	12.50	15,650.00	.....	Closed pouch.....		850.00	
310030	Roxborough, Chestnut Hill and Norristown Rwy. Co. b.....								
310031	Vacant.....								

© New.

b Agreement

c New.

b Agreement

F.—Electric and cable car mail service in operation, June 30 1902—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
	PENNSYLVANIA—continued.							
310082	Bristol, Doylestown.	Newtown Electric Rwy. Co.	27.57	34,131.66	8 0	Apartment	6.00	2,047.88
310083	Harrisburg, West Fairview.	Harrisburg and Mechanicsburg Electric Rwy. Co.	3.25	1,173.75		Closed pouch	3.00	36.20
310084	Pennsylvania R. R., Millersville.	Conestoga Traction Co.	4.76	6,108.50		do	3.00	250.00
310085	Pittsburg, Pittsburg.	Pittsburg Railways Co.	12.42	11,785.76	20 0	do	3.00	353.57
310086	Norristown, Limerick.	Schuylkill Valley Traction Co.	12.42	81,284.56		Independent	13.50	4,223.40
310087	PROGRESS, PAIDLING.	Harrisburg Traction Co.	12.18	19,649.07		Closed pouch	3.00	599.46
310088	VACANT.		7.12	17,972.46		do	3.00	539.16
310089	Schuylkill Haven, Orwigsburg.	Pottsville Union Traction Co. ^b	5.60	13,371.36		do	3.00	401.14
310090	Easton, Bethlehem.	Easton, Palmer and Bethlehem Street Rwy. Co.	11.62	14,022.40		do	3.00	250.00
310091	Allegheny, Bellevue Station.	Pittsburg Railways Co.	5.00	14,546.24		do	3.00	496.44
310092	Richlandtown, Richhill.	Quakertown Traction Co.	6.10	12,310.00		do	3.00	369.30
310093	Nanticoke, Glenlyon.	Peoples Street Rwy. Co. of Nanticoke and Newport. ^b	5.17	7,687.20		do	3.00	250.00
310094	Tinnsville, Pleasantville.	Tinnsville Electric Traction Co. ^b	6.00	9,705.26		do	3.00	200.00
310095	Lansford R. R. Station, Summit Hill.	Tamaqua and Lansford Street Rwy. Co.	3.67	11,268.00		do	3.00	313.00
310096	Bangor, Bethlehem.	Lehigh Valley Traction Co.	24.46	13,521.60		do	3.00	405.63
310097	VACANT.	Conestoga Traction Co. ^b	11.00	25,196.50		do	3.00	755.89
310098	Pittsburg, Carrick.	Pittsburg Railways Co.	6.10	3,443.00		do	3.00	100.00
310099	Allenstown, Kutztown.	Allenstown and Kutztown Traction Co.	19.06	10,386.52		do	3.00	310.09
310100	Erle, Cambridge Springs.	Erle Traction Co.	27.30	23,898.16		do	3.00	716.44
310101	Carlisle, Allen.	Cumberland Valley Traction Co.	8.36	51,680.00		do	3.00	1,549.35
310102	Allenstown, Shillingrove.	Lehigh Valley Traction Co.	21.02	11,040.20		do	3.00	389.40
310103	Doylestown, Willow Grove.	Doylestown and Willow Grove Rwy. Co.	12.80	26,317.04		do	3.00	793.51
310104	York, Dover.	York and Dover Electric Rwy. Co. ^a	7.33	16,023.70		do	3.00	480.76
310105	Carlisle, Mount Holly Springs.	Carlisle and Mount Holly Rwy. Co. ^a	7.30	16,643.74		do	3.00	469.31
310106	Stockertown, Nazareth, Easton.	Easton and Nazareth Street Rwy. Co. ^a	10.72	8,492.00		do	3.00	264.76
			428.50	6,710.72		do	3.00	250.00
	MARYLAND.			1,040,596.16				64,831.39
313001	Bethesda, Washington, D. C. (Station A)	Georgetown and Tennytown R. R. Co.	5.62	7,369.04		Closed pouch		250.00
313002	VACANT.							
313003	VACANT.							

313004	Washington (loop 7th street extended) and Takoma Park Station.	Brightwood Rwy. Co. ^b	4.49	4,153.25		Closed pouch.	124.59
313005	Vacant.						
313006	Vacant.						
313007	Washington, mail stations	Capital Traction Co	14.31	{ 36,101.50	16 0	Trailer	2,166.09
313008	Baltimore, mail stations, letter boxes, and post offices.	United Rlys. and Electric Co. of Baltimore	61.84	{ 24,481.12	{ 15 3	Closed pouch.	734.41
313009	Vacant.				{ 15 4	Independent	84,165.60
313010	Vacant.						
313011	Washington (36th and M streets), Westend, Va.	Washington, Arlington and Falls Church Rwy. Co.	10.88	13,140.62		Closed pouch.	394.21
313012	Vacant.						
313013	Washington (loop 7th street extended), 9th and Pennsylvania avenue.	Metropolitan R. R. Co. ^b	1.86	1,720.50		.do	51.61
313014	Washington (Union Station, 36th and Prospect streets), Cabin John.	Washington and Great Falls Electric Rwy.	7.88	10,685.28		.do	320.55
313015	Washington (Station H), 9th and Pennsylvania avenue NW.	Anacostia and Potomac River R. R. Co. ^b	3.70	7,255.70		.do	217.67
313017	Frederick, Myersville.	Frederick and Middletown Rwy. Co	14.10	17,653.20		.do	529.59
313018	Washington (11th and G NW.), Brookland Station.	City and Suburban Rwy. Co. of Washington	3.71	2,447.66		.do	73.42
313019	Cumberland, Station A	Cumberland Electric Rwy. Co. ^b	1.75	2,191.00		.do	68.86
			130.34	411,912.25			39,096.60
	VIRGINIA.						
314001	Washington (D. C.), Mount Vernon.	Washington, Mount Vernon and Alexandria Rwy. Co.	17.08	13,045.84		Closed pouch.	391.36
314002	Vacant.						
314003	Norfolk, Fortress Monroe	Norfolk Rwy. and Light Co	16.02	17,073.02		.do	512.19
314004	New York, Philadelphia and Norfolk wharf at Fortress Monroe, Newport News.	Newport News, Hampton and Old Point Rwy. Co.	10.00	6,780.00		.do	250.00
314005	Schuyler, Rockfish Depot	Virginia Seapstone Co.	4.15	7,788.70		.do	250.00
314006	Lynchburg, College Park	Lynchburg Traction and Light Co. ^c	2.65	5,252.30		.do	250.00
	WEST VIRGINIA.		49.90	49,044.86			1,653.55
316001	Martins Ferry (Ohio), Benwood	Wheeling Traction Co.	9.09	27,082.32		Closed pouch.	812.45
316002	Wheeling, Whitfield.	Wheeling and Elm Grove R. R. Co. ^b	4.01	2,510.26		.do	100.00
	NORTH CAROLINA.		13.10	29,592.58			912.45
318001	Southern Pines (n. o.), Pinehurst.	Pinehurst R. R.	6.51	9,504.60		Closed pouch.	285.13

c New.

^b Agreement.

F.—Electric and cable car mail service in operation June 30, 1902—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
	SOUTH CAROLINA.							
320001	Mount Pleasant Landing (n. o.), Moultrieville.....	Charleston Consolidated Rwy., Gas and Electric Co.	Miles 3.01	6,278.84	<i>Ft. in.</i>	Closed pouch.....	<i>Cents.</i>	<i>Dollars.</i> 250.00
320002	Glendale, Spartanburg.....	Spartanburg Rwy., Gas and Electric Co.....	6.88	8,651.28	.....	do.....	3.00	299.58
	GEORGIA.							
321001	Savannah, College.....	Savannah Electric Co. of Savannah, Ga.....	9.89	14,880.12	.....	Closed pouch.....	.....	509.53
	FLORIDA.							
323001	Tampa, Substation No. 2.....	Tampa Electric Co.....	4.87	2,785.62	.....	Closed pouch.....	.....	176.00
	ALABAMA.							
324001	Birmingham, Eastlake.....	Birmingham Railway and Electric Co.....	1.95	1,220.70	.....	Closed pouch.....	.....	150.00
324002	Gadsden, Union Depot at Attalla.....	Alabama City, Gadsden and Attalla Rwy. Co. o	12.86 6.02	25,498.52 13,188.80	.....	Closed pouch..... do.....	3.00 3.00	764.64 895.51
	TENNESSEE.							
327002	Memphis, mail stations, post-offices.....	Memphis Street Rwy. Co.....	18.83	38,672.32	.....	Closed pouch.....	.....	1,190.15
327003	Nashville, Station A.....	Citizens Rapid Transit Co.....	21.33	34,946.82	.....	Closed pouch.....	3.00	1,048.39
327004	Nashville, Station A.....	Citizens Rapid Transit Co.....	6.07	7,866.72	.....	do.....	.....	250.00
327005	Chattanooga, mail stations, post-offices.....	Chattanooga Electric Rwy. Co.....	16.79	32,168.94	.....	do.....	3.00	964.76
327006	Nashville, East Nashville Station.....	Nashville, Street Rwy. Co.....	2.40	4,845.60	.....	do.....	.....	200.00
327007	Nashville, East Nashville Station.....	Nashville, Street Rwy. Co.....	46.59	79,813.08	.....	.....	.....	2,463.15
	KENTUCKY.							
329001	Covington, mail stations, railroad stations, post-offices.....	South Covington and Cincinnati Street Rwy. Co.	13.10	55,674.61	.....	Closed pouch.....	3.00	1,670.23
329002	Vacant.....	.....	.....	.....	.....	.....	.....	.....
329003	Vacant.....	.....	.....	.....	.....	.....	.....	.....
329004	Vacant.....	.....	.....	.....	.....	.....	.....	.....
329005	Louisville, mail stations.....	Louisville Rwy. Co.....	10.46	21,055.98	.....	do.....	3.00	681.67
			28.56	76,780.59	.....	.....	.....	2,301.90

F.—Electric and cable car mail service in operation June 30, 1902—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Length. Miles.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
							Cents.	Dollars
OHIO—continued.								
331043	New Philadelphia, Uhrichsville	Tuscarawas R. R. Co.	9.20	11,518.40	Fr. 4n.	Closed pouch	3.00	845.55
331044	Zanesville, Tyle Station	Zanesville Electric Rwy. Co. ^a	3.24	6,728.24	.....	do	.....	173.81
331045	Minersville, Middleport	Ohio River Electric Railway and Power Co.	4.24	4,187.76	.....	do	.....	237.00
331046	Jerry City, Troumbley	Toledo, Bowling Green and Fremont Rwy. Co. ^b	2.11	2,612.18	.....	do	.....	150.00
331047	Miamisburg, Germantown	Miamisburg and Germantown Traction Co. ^c	5.48	6,940.96	.....	do	.....	250.00
331048	Urbana, Springfield	Dayton, Springfield and Urbana Electric Rwy. Co. ^{b, c}	13.67	4,278.71	.....	do	.....	150.00
331049	Fostoria, Findlay	Toledo, Fostoria and Findlay Rwy. Co. ^c	15.45	14,507.55	.....	do	8.00	435.22
331050	Arcanum, Ithaca	Dayton and Northern Traction Co. ^{b, c}	3.98	4,920.36	.....	do	.....	147.61
331051	Taylorsburg, Brookville	Dayton and Northwestern Traction Co. ^c	7.13	8,226.75	.....	do	3.00	267.80
331052	Gahanna, Columbus	Columbus, New Albany and Johnstown Traction Co. ^a	9.50	11,694.00	.....	do	3.00	356.82
331053	Toledo, Morenci (Mich.)	Toledo and Western Rwy. Co. ^c	32.28	55,955.36	.....	do	3.00	1,675.69
331054	Dayton, Ginghamburg	Dayton and Troy Electric Rwy. Co. ^c	12.76	15,793.88	.....	do	3.00	473.90
			546.25	901,160.48				30,252.42
INDIANA.								
333001	Indianapolis, Stations A and B	Indianapolis Street Rwy. Co.	4.98	14,436.48	.....	Closed pouch	3.00	433.09
333002	Alexandria, Anderson	Union Traction Co.	11.14	18,592.66	.....	do	8.00	557.77
333003	Lafayette, Soldiers' Home Station	Lafayette Street Rwy. Co.	6.89	10,264.92	.....	do	3.00	307.94
333004	Elkhart, Goshen	Indiana Rwy. Co.	10.25	7,482.50	.....	do	.....	250.00
333005	Brazil, Terre Haute	Terre Haute Electric Co. ^b	16.05	20,094.60	.....	do	.....	300.00
			47.71	70,871.16				1,848.80
ILLINOIS.								
335001	Moline, Milan	Tri-City Rwy. Co.	8.72	7,624.03	.....	Closed pouch	.....	250.00
335002	Vernon	West Chicago Street R. R. Co. ^a	5.29	36,934.78	20 0	Trailer	7.50	2,770.10
335003	Chicago (Clark and Madison streets), Garfield Park Station, (State and Randolph streets), Logan Square Station	Chicago Union Traction Co.	13.45	119,963.28	20 0	Independent	13.50	16,105.03
335004	Chicago (Clark and Washington streets), Evanston	do	12.79	81,618.90	20 0	do	13.50	11,018.53
335005	Chicago (Michigan avenue and Washington street), Hyde Park Station	Chicago City Rwy. Co. ^a	7.15	54,297.10	24 6	Trailer	8.34	4,523.37
335007	Urbana, Champaign	Urbana and Champaign Rwy., Gas and Electric Co.	2.85	9,071.00	.....	Closed pouch	3.00	272.13

F.—Electric and cable car mail service in operation June 30, 1908—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile trav-elled.	Annual rate of ex-penditure.
	IOWA.							Dollars.
343001	Des Moines, mail stations, post-offices	Des Moines City Rwy. Co.	26.99	56,283.26		Closed pouch	3.00	1,688.47
343002	Vacant.							
343003	Iowa Central Rwy. via Mason City, Clear Lake.	Mason City and Clear Lake Traction Co.	11.84	17,816.40		do	3.00	584.49
343004	Council Bluffs, Omaha (Nebr.).	Omaha and Council Bluffs Railway and Bridge Co.	4.99	27,008.56		do	3.00	810.10
343005	Vacant.							
343006	Toledo, Chicago and Northwestern Rwy. Station at Tama.	Tama and Toledo Electric Railway and Light Co.	2.56	8,290.09		do		250.00
343007	Denver, Waterloo.	Waterloo and Cedar Falls Rapid Transit Co.	13.54	16,952.08		do	3.00	508.56
	MISSOURI.							
345001	St. Louis, mail stations.	St. Louis Transit Co.	59.12	126,345.89				3,791.62
345002	St. Louis, mail stations, post-offices.		45.78	176,117.42	20 0	Independent	12.60	28,640.84
345003	St. Louis, mail stations.	St. Louis and Suburban Rwy. Co.	21.28	8,986.99	14 0	Closed pouch	3.00	251.87
345004	St. Joseph, mail stations, Vols.	St. Louis and Meramec River R. R. Co.	12.11	40,497.76		Closed pouch	10.60	4,292.26
345005	Kansas City, railroad and mail stations, Kansas City, Kans.	St. Joseph Rwy., Light, Heat and Power Co.	10.81	8,947.60	14 0	Independent	3.00	260.42
		Metropolitan Street Rwy. Co.	14.99	36,692.88		Closed pouch	10.60	3,832.80
				20,130.02	20 0	Independent	3.00	633.89
				61,815.05		Closed pouch	12.60	6,948.01
				19,278.00		Closed pouch	3.00	578.84
346001	New Orleans, mail stations.	New Orleans City R. R. Co.	104.97	360,084.50				40,405.43
	LOUISIANA.							
			14.90	56,061.40		Closed pouch	3.00	1,681.84
350001	Houston, Houston Heights.	Houston Electric Street Rwy. Co.	5.70	10,983.60		Closed pouch	3.00	329.50
	TEXAS.							
355001	Topeka, mail stations.	The Topeka Rwy. Co.	5.28	21,828.28		Closed pouch	3.00	639.78
	KANSAS.							
	NEBRASKA.							
357001	Lincoln, University Place	Lincoln Traction Co.	4.72	9,355.04		Closed pouch	3.00	280.65
357002	Vacant.							

357003	Lincoln, Normal.....	Lincoln Traction Co.....	10.52	14,396.16	.....do.....	3.00	451.85
357004	Vacant.....	.....do.....	5.82	40,900.70	.....do.....	3.00	1,227.02
357005	Omaha, Station C, South Omaha R. R. stations.....	Omaha Street Rwy. Co.....	20.56	64,651.90	.....do.....	1,939.56	
	COLORADO.						
365001	Denver, post-offices.....	Denver City Tramway Co.....	27.21	48,359.46	Closed pouch.....	3.00	1,300.77
	UTAH.						
369001	Salt Lake City, mail stations, post-offices.....	Salt Lake Rapid Transit Co.....	16.91	19,452.66	Closed pouch.....	3.00	583.58
	WASHINGTON.						
371001	Tacoma, Steilacoom City.....	Tacoma Railway and Power Co.....	12.27	15,362.04	Closed pouch.....	3.00	480.85
371002	Olympia, Tumwater.....	Olympia Light and Power Co.....	2.83	1,802.83	.....do.....	150.00	
371003	Tacoma, Midland.....	Tacoma Railway and Power Co.....	7.86	4,920.38	.....do.....	200.00	
371004	Vacant.....	.....do.....	23.63	40,803.14	.....do.....	3.00	1,224.09
371005	Seattle, mail stations, post-offices.....	Seattle Electric Co.....	1.70	2,128.40	.....do.....	175.00	
371006	Tacoma (South Tacoma Station), Homer Junction (n. o.).....	Tacoma Railway and Power Co.....	12.49	13,487.10	.....do.....	385.81	
371007	Seattle, Renton.....	Seattle and Rainier Beach Rwy. Co. b.....	2.64	5,232.46	.....do.....	156.97	
371008	Vacant.....	.....do.....	5.81	7,773.78	.....do.....	200.00	
371009	Vacant.....	.....do.....	69.28	91,460.16	.....do.....	2,902.73	
371010	Everett, Lowell.....	Everett Railway and Electric Co. b.....	8.86	17,560.52	Closed pouch.....	3.00	526.82
371011	Tacoma, Whitworth Station.....	Tacoma Railway and Power Co.....	9.94	26,062.83	.....do.....	3.00	781.89
371012	.....	.....do.....	14.79	12,444.88	.....do.....	3.00	873.34
	OREGON.						
373001	Portland, north bank of Columbia River.....	Portland Rwy. Co.....	47.85	75,108.45	.....do.....	3.00	571.22
373002	Portland, Oregon City.....	East Side Rwy. Co.....	2.38	3,159.48	Closed pouch.....	175.00	
373003	Portland, St. Johns.....	City and Suburban Rwy. Co.....	17.28	23,976.84	Apartment.....	2,173.26	
373004	Portland, mail stations, post-offices.....	.....do.....	5.27	23,697.26	Closed pouch.....	710.91	
	CALIFORNIA.						
376001	Dimond, Southern Pacific Co. (Fruitvale Station).....	Oakland Transit.....	3.06	17,288.40	Independent.....	2,779.27	
376002	Oakland, Southern Pacific depot.....	{Oakland, San Leandro and Haywards Electric Rwy., Consolidated.	8.35	18,894.00	Independent.....	2,048.57	
376003	San Francisco (Ferry Station), Stanyan street.....	Market Street Rwy. Co. a.....	15.48	27,899.40	Independent.....	2,242.71	
376004	San Francisco (Ferry Station), 5th avenue and Fulton street.....	Market Street Rwy. Co. a.....	15.48	27,899.40	Apartment.....	2,091.71	
376005	San Francisco (Ferry Station), 22d street switch.....	Market Street Rwy. Co.....	15.48	15,986.57	Closed pouch.....	789.59	
376006	Vacant.....	.....do.....			.....do.....	3.00	
376007	Los Angeles, Alhambra.....	Pacific Electric Rwy. Co.....			.....do.....	3.00	

c new.

b Agreement.

a Motive power cable.

F.—Electric and cable car mail service in operation June 30, 1902.—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
	CALIFORNIA—continued.							
376008	Los Angeles, mail stations, railway station	Los Angeles Rwy. Co.	<i>Miles.</i> 15.45	44,599.76	<i>Ft. in.</i>	Closed pouch	<i>Cents.</i> 3.00	<i>Dollars.</i> 1,337.99
376009	San Antonio, Ontario	Ontario Electric Co.	6.16	7,151.04	do	do	do	250.00
376010	Los Angeles, Oceanpark	Los Angeles-Pacific R. Co.	20.43	27,703.08	10 0	Apartment	7.50	2,077.73
376011	Altadena (Mariposa street and Lake avenue), Echo Mountain.	Passadena and Mount Lowe Rwy. Co. a.	2.54	11,631.08	do	Closed pouch	3.00	348.98
376012	Vacant.			3,403.60	do	do	do	175.00
376013	Santa Barbara, Station A	Santa Barbara Consolidated Electric Co.	.76	1,675.35	do	do	do	150.00
376014	Riverside, Arlington Station	Riverside and Arlington Rwy. Co.	6.69	13,165.92	do	do	3.00	394.97
376015	Oakland, mail stations, Piedmont	Oakland Transi.	7.45	16,516.96	do	do	do	495.50
376016	Los Angeles, Hollywood	Los Angeles-Pacific R. Co. b.	8.03	10,888.68	do	do	do	192.00
			114.23	303,841.53				18,414.11

a Motive power cable. b Agreement. c New.

G.—Mail service as in operation June 30, 1901, and June 30, 1902, showing increase and decrease, and percentage of increase and decrease from June 30, 1901, to June 30, 1902.

Items.	June 30, 1901.	June 30, 1902.	Increase from June 30, 1901, to June 30, 1902.	Decrease from June 30, 1901, to June 30, 1902.	Percentage of Increase from June 30, 1901, to June 30, 1902.	Percentage of decrease from June 30, 1901, to June 30, 1902.
STAR SERVICE.						
Number of routes.....	22,797	21,767	.....	1,080	.....	4.51
Length of routes (miles).....	267,357.14	259,589.92	.....	7,817.21	.....	2.92
Number of miles traveled per annum.....	134,404,541.20	130,087,224.64	.....	4,317,316.56	.....	3.21
Annual rate of expenditure	\$5,204,416.86	\$5,646,773.59	\$442,356.72	.....	8.50	.....
Rate of cost per mile traveled (cents).....	3.87	4.34	.47	.....	12.14	.....
Rate of cost per mile of length.....	\$19.46	\$21.75	\$2.29	.....	11.76	.....
Average number of trips per week.....	4.83	4.81	.....	.02	.....	.41
SPECIAL OFFICE SERVICE.						
Number of routes.....	1,666	1,788	122	.....	7.32	.....
Length of routes (miles).....	17,794.09	16,549.14	.....	1,244.95	.....	6.99
Number of miles traveled per annum.....	3,087,083.68	3,742,140.56	655,056.88	.....	21.21	.....
Annual rate of expenditure	\$32,393.15	\$38,847.73	6,454.58	.....	19.92	.....
Rate of cost per mile traveled (cents).....	1.04	1.04	.....	.....	.....	.....
Rate of cost per mile of length.....	\$1.82	\$2.35	\$0.53	.....	29.12	.....
Average number of trips per week.....	1.50	2.17	.67	.....	44.66	.....
STEAMBOAT SERVICE.						
Number of routes.....	189	210	21	.....	11.11	.....
Length of routes (miles).....	33,970.90	34,338.85	367.95	.....	1.08	.....
Number of miles traveled per annum.....	4,652,257.78	5,416,897.72	764,139.94	.....	16.42	.....
Annual rate of expenditure	\$542,985.82	\$698,251.05	\$155,265.73	.....	10.17	.....
Rate of cost per mile of travel (cents).....	11.67	11.04	.....	.63	.....	5.40
Rate of cost per mile of length.....	\$15.98	\$17.42	\$1.44	.....	9.01	.....
Average number of trips per week.....	1.31	1.51	.20	.....	15.26	.....
RAILROAD SERVICE.						
Number of routes.....	2,746	2,844	98	.....	3.56	.....
Length of routes (miles).....	183,858.54	187,129.73	3,271.19	.....	2.05	.....
Number of miles traveled per annum.....	302,613,325.09	312,521,478.50	9,908,153.41	.....	3.27	.....
Annual rate of expenditure:						
For transportation.....	\$33,881,390.24	\$35,049,211.22	\$1,167,820.98	.....	3.44	.....
For railway post-office cars	\$4,638,234.03	\$4,904,396.73	\$266,162.70	.....	5.73	.....
For transportation and railway post-office cars combined.....	\$38,519,624.27	\$39,953,607.95	\$1,433,983.68	.....	3.72	.....
Rate of cost per mile traveled (cents):						
For transportation.....	11.19	11.21	.02	.....	.17	.....
For transportation and railway post-office cars combined.....	12.73	12.78	.05	.....	.39	.....
Rate of cost per mile of length:						
For transportation.....	\$184.78	\$187.29	\$2.51	.....	1.35	.....
For transportation and railway post-office cars combined.....	\$210.07	\$218.50	\$8.43	.....	1.68	.....
Average number of trips per week.....	15.88	16.06	.18	.....	1.13	.....
MAIL-MESSENGER SERVICE.						
Number of routes.....	7,353	7,542	189	.....	2.57	.....
Length of routes (miles).....	5,091.16	5,258.24	167.08	.....	3.28	.....
Number of miles traveled per annum.....	10,541,346.76	10,495,622.40	.....	45,724.36	.....	.43
Annual rate of expenditure	\$996,811.76	\$1,056,974.06	\$60,162.30	.....	6.04	.....

G.—Mail service as in operation June 30, 1901, and June 30, 1902, etc.—Continued.

Items.	June 30, 1901.	June 30, 1902.	Increase from June 30, 1901, to June 30, 1902.	Decrease from June 30, 1901, to June 30, 1902.	Percentage of increase from June 30, 1901, to June 30, 1902.	Percentage of decrease from June 30, 1901, to June 30, 1902.
MAIL-MESSENGER SERVICE— continued.						
Rate of cost per mile traveled (cents).....	9.44	10.06	.62	.....	6.56	.....
Rate of cost per mile of length.....	\$196.59	\$200.82	\$5.23	.....	2.67	.....
Average number of trips per week.....	19.91	19.19	.....	.72	.....	3.61
REGULATION, SCREEN, OR OTH- ER WAGON SERVICE.						
Number of routes.....	234	233	.....	1	.....	.42
Length of routes (miles).....	1,271.64	1,216.54	.....	55.10	.....	4.33
Number of miles traveled per annum.....	4,258,096.01	4,437,066.95	178,970.94	.....	4.20	.....
Annual rate of expenditure.....	\$737,382.94	\$788,322.67	\$50,939.73	.....	6.90	.....
Rate of cost per mile traveled (cents).....	17.31	17.76	.45	.....	2.59	.....
Rate of cost per mile of length.....	\$579.86	\$648.00	\$68.14	.....	11.75	.....
Average number of trips per week.....	32.19	35.07	2.88	.....	8.94	.....
ELECTRIC AND CABLE CAR SERVICE.						
Number of routes.....	326	327	1	.....	.30	.....
Length of routes (miles).....	2,956.93	3,508.11	551.18	.....	18.64	.....
Number of miles traveled per annum.....	6,589,408.60	7,534,757.16	945,348.56	.....	14.34	.....
Annual rate of expenditure.....	\$362,614.17	\$414,348.75	\$51,734.58	.....	14.26	.....
Rate of cost per mile traveled (cents).....	5.50	5.50	.....	.....	.....	.....
Rate of cost per mile of length.....	\$122.63	\$118.11	.....	4.52	.....	3.68
Average number of trips per week.....	21.42	20.65	.....	.77	.....	3.59
RAILWAY MAIL SERVICE.						
Number of officers and clerks.....	9,106	9,627	522	.....	5.73	.....
Annual rate of expenditure.....	\$9,679,036.74	\$10,264,588.38	\$585,551.64	.....	6.05	.....
MAIL EQUIPMENTS.						
Mail bags, etc.....	\$269,312.84	\$274,311.89	\$4,999.05	.....	1.85	.....
Mail locks and keys, etc.....	\$40,451.64	\$42,792.63	\$2,340.99	.....	5.78	.....
Repair shop for mail equip- ments.....	\$8,268.86	\$8,422.58	\$158.72	.....	1.92	.....
Total.....	\$318,028.34	\$325,527.10	\$7,498.76	.....	2.35	.....
NECESSARY AND SPECIAL FA- CILITIES ON TRUNK LINES.						
Annual rate of expenditure ..	\$196,682.50	\$196,636.25	.....	\$46.25	.....	.....
PNEUMATIC-TUBE SERVICE.						
Number of routes.....	5	.....	.....	.....	.....	.....
Length of routes (miles).....	8.05	.....	.....	.....	.....	.....
Annual rate of expenditure ..	\$222,266.00	.....	.....	.....	.....	.....
RECAPITULATION.						
Total number of routes.....	35,316	34,711	.....	605	.....	1.71
Total length of routes.....	511,908.45	507,540.53	.....	4,267.91	.....	.83
Total number of miles trav- eled per annum.....	466,146,059.12	474,234,687.98	8,088,628.81	.....	1.73	.....
Total annual rate of expendi- ture.....	\$56,810,242.05	\$59,281,877.53	\$2,471,635.47	.....	4.35	.....
Rate of cost per mile traveled (cents).....	12.18	12.50	.32	.....	2.62	.....
Rate of cost per mile of length.....	\$110.99	\$116.80	\$5.81	.....	5.23	.....
Average number of trips per week.....	8.75	8.98	.23	.....	2.62	.....

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1908, and also on certain unadjusted routes in other sections; the adjustment of the rates based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations for mails and railway post-office clerks, and the number of trips per week, in accordance with the acts of March 3, 1875, July 19, 1876, and June 17, 1878.

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line or lines; m., miles; c. p., closed-pouch service; t. a. w., round trips a week. Weighed for 72 working days from March 4, 1902, and adjusted from July 1, 1902, unless otherwise noted.]

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
100063	NEW JERSEY. Aldene Station (n. o.), New Orange.	New Orange Four Junction R. R. Co.	2.70	59	18	c. p. 18 t. a. w., Aldene Station (n. o.) and New Orange, 2.70 m.	18	42.76	115.42
	PENNSYLVANIA.								
110086	Pittsburg, Castle Shannon.	Pittsburg and Castle Shannon R. R. Co.	6.12	119	18	c. p. 12 t. a. w., Pittsburg and Castle Shannon, 6.12 m.	12	42.76	261.63
110126	Dallastown Junction (n. o.), Dallastown.	Maryland and Penn- sylvania R. R. Co.	1.26	139	12	c. p. 24 t. a. w., Dallastown Junction and Dallastown, 1.26 m.	24	42.76	53.86
110224	Hunters Run, Pine- grove Furnace.	Hunters Run and Slate Belt R. R. Co.	9.17	21	15	c. p. 12 t. a. w., Hunters Run and Pinegrove Furnace, 9.17 m. Route repeated.	12	42.76	392.01
110189	Hawley, Scranton....	Erle R. R. Co.	36.48	296	23	apt. 9.6 by 6.6, 6 t. a. w., Hawley and Scranton, 36.23 m.; c. p. 6 t. a. w., 36.48 m.	12	48.74	1,778.08
110260	York, Pa., Cardiff, Md	Maryland and Penn- sylvania R. R. Co.	36.10	520	23.40	apt. 12 by 7, 12 t. a. w., York and Cardiff, 36.80 m.	12	64.66	2,845.77
	MARYLAND.								
113019	Emmitsburg, Rocky- ridge.	Emmitsburg R. R. Co	6.88	313	14.64	c. p. 12 t. a. w., Emmitsburg and Rockyridge, 6.88 m.	12	50.45	347.09
113024	Cardiff, Baltimore	Maryland and Penn- sylvania R. R. Co.	42.90	623	17.40	apt. 12 by 7, 6 t. a. w., and 11.7 by 7.1, 6 t. a. w., Cardiff and Baltimore, 42.90 m.; c. p. 6 t. a. w., Baltimore and Beltsale, 26.80 m.	15.67	69.26	2,971.26
	VIRGINIA.								
114061	Apalachia Junction (n. o.), Stonega.	Interstate R. R. Co.	4.94	290	12.46	c. p. 14 t. a. w., Apalachia Junction and Stonega, 4.94 m.	14	47.88	286.52

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, also, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.
	WEST VIRGINIA.		Miles.	Pounds.				Dollars.	Dollars.
116003	Charleston, Clay	Charleston, Clendenin and Sutton R. Co.	51.33	240	13.51	c. p. 6 t. a. w., Charleston and Clay, 51.33 m	6	46.32	2,326.27
116005	Edgington, Wheeling.	Pittsburg, Cincinnati, Chicago, and St. Louis Rwy. Co.	23.96	6,986	31.10	apt. 30 by 9.1, 13 out, 6 in, over route; 25 by 9, 7 in, over route; c. p. 24 t. a. w., over route.	37	191.52	4,592.64
116013	Wheeling, Kenova	Baltimore and Ohio R. Co.	222.89	4,253	29.39	apt. 30 by 9.1, 13 out, 6 in; 25 by 9, 13 in; 20 by 9, 12 out; Wheeling and Parkersburg, 93.60 m.; 30 by 9.1, 13 out, 6 in; 25 by 9, 7 in; 20 by 9, 6 out, thence to Kenova, 123.20 m.; c. p. 6 t. a. w., Wheeling and Sistersville, 47.20 m.; 6 out, thence to Parkersburg, 46.40 m.; 6 in, thence to Kenova, 123.29 m. c. p. 6 t. a. w., Cairo and Macfarlan, 16.98 m	22.14	156.89	35,637.88
116018	Cairo, Macfarlan	Cairo and Kanawha Valley R. R. Co.	16.98	236	10.87	c. p. 18 t. a. w., Millwood and Ripley, 13.04 m	6	45.32	769.53
116024	Millwood, Ripley	Baltimore and Ohio R. Co.	13.04	378	13.83	c. p. 18 t. a. w., Millwood and Ripley, 13.04 m	18	54.72	718.54
116033	Ravenswood, Spencer .....	..... do	33.58	565	17.86	apt. 4.2 by 8.1, 6 t. a. w., Ravenswood and Spencer; 33.30 m.; c. p. 6 t. a. w., Ravenswood and Spencer, 33.38 m.	12	66.69	2,239.45
	KANSAS.								
147001	Memphis, Tenn., Wister, Ind. T.	Choctaw, Oklahoma and Gulf R. R. Co.	{ 87 } 132.08 { 108.33 }	3,975	24.31	apt. 25 by 9, 14 t. a. w., Memphis and Wister, 301.92 m.; c. p. 7 t. a. w., Memphis and Little Rock, 132.87 m.; Bridge Siding (n. o.) and Little Rock, 132 m., land grants. Route repeated.	{ 155.61 } 124.08 { 155.61 }	{ 155.61 } 124.08 { 155.61 }	{ 42,867.94 } 124.08 { 42,867.94 }
147002	Helena, Clarendon	Arkansas Midland R. Co.	43.13	311	20.84	apt. 13 by 9, 6 t. a. w., Helena and Clarendon, 47.46 m	6	50.40	2,428.15
147003	Little Rock, Fort Smith.	Little Rock and Fort Smith Rwy. Co.	168.04	2,510	22.82	apt. 19 by 9, 7 t. a. w., and 49 by 9, 7 t. a. w., Little Rock and Fort Smith, 168.04 m. Land grants.	14	108.07	17,943.94
147004	Tripp (n. o.), Warren	St. Louis, Wy. Mountain and Southern Rwy. Co.	49.21	435	15.68	apt. 14 by 9, 6 t. a. w., Tripp (n. o.) and Warren, 49.08 m.; c. p. 1 out, 7 in, Tripp (n. o.) and Dermott, 10.24 m., 1 t. a. w., thence to Warren, 38.07 m.	7.62	59.00	2,903.89
147005	Malvern, Hot Springs	Hot Springs R. R. Co.	22.49	519	23.51	c. p. 14 t. a. w., Malvern and Butterfield, 5.45 m.; 21 out, 14 in, thence to Hot Springs, 17.04 m.	16.65	64.12	1,442.05
147006	Brinkley, Jacksonport	Choctaw, Oklahoma and Gulf R. R. Co.	56.54	180	17.08	apt. 23 by 9, 7 t. a. w., Brinkley and Jacksonport, 56.29 m.; c. p. 8 out, Brinkley and Wiville, 19.09 m.	7.50	42.75	2,417.08

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowances for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
147080	ARKANSAS—cont'd.								
147080	Stuttgart, Gillett.....	St. Louis-Southwestern Rwy. Co.	35.06	196	19.71	c. p. 6 t. a. w., Stuttgart and Gillett, 35.06 m.....	6	42.75	1,486.88
147081	Hornersville, Mo.,	Paragould Southeastern Rwy. Co.	22.15	158	13.30	c. p. 7 out, 14 in, Hornersville and Paragould, 22.15 m.; route restated.	10.50	42.75	946.91
147082	Paragould, Ark.,	St. Louis and San Francisco R. Co.	42.84	246	11.46	apt. 12 by 7, 6 t. a. w., Pettigrew and Fayetteville, 41.56 m.; route restated.	6	45.32	1,918.84
147083	Pettigrew, Fayetteville.								
147083	Vacant.								
147084	Wiville, Gregory.....	Choctaw, Oklahoma and Gulf R. R. Co.	5.91	35	12.02	c. p. 6t. a. w., Wiville and Gregory, 5.91 m.; route restated.....	6	42.75	252.65
147085	Luxora, Deckerville..	St. Louis and San Francisco R. Co.	36.84	318	22.34	apt 25 by 9, 7 t. a. w., Luxora and Deckerville, 36.08 m.....	7	50.45	1,858.57
147086	Vacant.								
147087	Pocahontas, Hoxie...	St. Louis, Memphis and Southeastern R. R. Co.	15.10	378	13.49	c. p. 13 t. a. w., Pocahontas and Hoxie, 15.10 m.....	13	54.72	826.27
147088	Vacant.								
147089	Magnolia, Ark., Blen-	Louisiana and North-west R. R. Co.	72.97	310	16.70	apt. 15 by 8, 6 t. a. w., Magnolia and Blenville, 72.60 m.; c. p. 1 t. a. w., Magnolia and Gibsland, 56.87 m.; route restated. (r. p. o. authorized, 31.60 ft., 21.40 ft., 1.40 ft., thence to Texarkana, 144.61 m.; r. p. o. run, none St. Louis and Oak Hill Junction (n. o.) 6.80 m., 60 by 9, 21 t. a. w., and 50 by 9, 14 t. a. w., thence to Texarkana, 338.39 m.; 60 by 9, 21 t. a. w., and 50 by 9, 7 t. a. w., thence to Texarkana, 144.59 m.; apt. 19 by 9, 6 t. a. w., St. Louis and Oakhill Junction (n. o.), 6.80 m.; 19 by 9, 6 t. a. w., and 20 by 9, 7 t. a. w., thence to Bismarck, 68.42 m.; 0, thence to Poplar Bluff, 90.27 m.; 20 by 9, 7 t. a. w., thence to Knobel, 32.98 m.; 0, thence to Texarkana, 291.31 m.; c. p. o. St. Louis and Oak Hill Junction (n. o.), 6.80 m.; 7 out, 6 in, thence to Hoxie, 219.43 m.; 7 out, 13 in, thence to Benton, 23.29 m.; 14 out, 20 in, thence to Higginson, 11.56 m.; 21 out, 20 in, thence to Little Rock, 45.56 m.; 14 out, 13 in, thence to Texarkana, 63.90 m.; Poplar Bluff to Texarkana, 324.29 m., land grant; r. p. o. car pay, \$92,981.25 per annum, being \$200 per m. for 338.39 m. and \$175 per m. for 144.59 m.,	6.77	50.45	3,681.33
147090	ville, La.								
147091	St. Louis, Mo., Texar-	St. Louis, Iron Moun-	166.49	52,884	29.25				
	kana, Ark.	tain and Southern Rwy. Co.	324.29						

147042	Cairo, Ill., Texarkana, Ark.	St. Louis, Southwest- ern Rwy. Co.	425.02	3,491	23.62	r. p. o. authorized, 1 l. 40 ft., Cairo and Texarkana; r. p. o. run, 51 by 9, 7 t. a. w., Cairo and Texarkana, 425.02 m.; apt. 26 by 9, 7 t. a. w., Malden and Fairbanks, 114.76 m.; 25 by 9, 7 t. a. w., thence to Texarkana, 246.32 m.; c. p. 7 t. a. w., Althelmer and Robroy, 4.16 m.; 13 t. a. w., thence to Pinebluff, 7.46 m.; r. p. o. car pay, \$10,625.50 per annum, being \$25 per m. for 425.02 m.	13.24	148.77	65,280.22
147043	Vacant.	Mississippi River, Hamburg and West- ern Rwy. Co.	38.10	227	14.51	c. p. 7 t. a. w., Luna Landing and Hamburg, 38.10 m.....	7	44.46	1,788.38
147044	Vacant.								
147045	Vacant.								
147046	Vacant.								
147047	Vacant.								
147048	Vacant.								
147049	Vacant.								
147050	Searcy, Des Arc.....	Searcy and Des Arc R. R. Co.	26.77	207	15.78	c. p. 84 t. a. w., Searcy and Higginson, 4.75 m.; 6 t. a. w., thence to Des Arc, 21.02 m.; route restated.	11.16	42.76	1,101.66
147051	Paris, Fort Smith.....	Arkansas Central R. R. Co.	45.51	240	19.10	apt. 11 by 9, 6 t. a. w., Paris and Fort Smith, 45.08 m.; route restated.	6	45.82	2,062.51
147052	Vacant.								
147053	Benton, Hot Springs...	Little Rock and Hot Springs Western R. R. Co.	80.50	2,575	29.74	c. p. 28 out, 27 in, Benton and Hot Springs, 80.50 m.....	27.50	135.95	4,146.47
147054	Manilla, Jonesboro...	Jonesboro, Lake City and Eastern R. R. Co.	37.88	204	19.86	c. p. 13 t. a. w., Manilla and Jonesboro, 37.88 m.; route restated.	13	42.76	1,597.99
147055	Freeman Station (n. o.), Berryville.	St. Louis and North Arkansas R. R. Co.	8.13	172	13.17	apt. 15 by 9, 14 t. a. w., Freeman Station (n. o.) and Berryville, 2.80 m.; c. p. 7 t. a. w., Freeman Station (n. o.) and Berryville, 3.13 m.	21	42.76	133.80
147056	Union, Little Rock, Benton...	St. Louis and North Arkansas R. R. Co.	49.83	1,644	18.90	apt. 15 by 9, 7 t. a. w., Junction (n. o.) and Harrison, 49.48 m.; c. p. 7 t. a. w., Junction (n. o.) and Harrison, 49.83 m.	14	112.86	5,628.81
147057	Little Rock, Benton...	Choctaw, Oklahoma and Gulf R. R. Co.	26.59	408	27.31	c. p. 14 out, 21 in, Little Rock and Benton, 26.59 m.....	17.50	57.29	1,523.34
147058	Fayetteville, Lincoln.	Ozark and Cherokee Central Rwy. Co.	20.79	164	13.87	c. p. 6 t. a. w., Fayetteville and Lincoln, 20.79 m.....	6	42.76	888.77
147059	Prescott, Belton.....	Prescott and North- western R. R. Co.	24.75	71	13.20	c. p. 12 t. a. w., Prescott and Belton, 24.75 m.....	12	42.76	1,068.06
147060	Blytheville, Luxora.	St. Louis, Memphis and Southeastern Rwy. Co.	12	.....	.....	Agreement.....	6	.....	513.00
147061	Waldron, Havenor...	Kansas Western R. Rwy. Co.	32.01	.....	.....	do.....	6	.....	1,868.42
147062	Lincoln, Ark. West ville, Ind. T.	E. Co. Ozark and Cherokee Central Rwy. Co.	11.15	.....	.....	do.....	6	.....	476.66
149001	McGehee Ark., Alex- andria, La.	St. Louis, Iron Moun- tain and Southern Rwy. Co.	192.56	1,131	21.72	apt. 21 by 9, 14 t. a. w., McGehee and Alexandria, 191.71 m.....	14	90.63	17,451.71
149002	New Orleans, La., Marshall, Tex.	Texas and Pacific Rwy. Co.	(340.08) { 19.50 }	4,699	23.56	(apt. 25 by 9, 14 t. a. w., New Orleans and Marshall, 359.10 m.; c. p. 7 t. a. w., New Orleans and Baton Rouge Junction, 38.47 m.; and 7 t. a. w., Shreveport and Marshall, 33.78 m.; land grant, Shreveport and State Line (n. o.), 19.50 m.)	16.39	{ 165.87 182.60 }	{ 56,994.51 }

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, also, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
149003	LOUISIANA—cont'd. New Orleans (Jct. Sta.), Lafayette.	Morgan's Louisiana and Texas R. R. and S. S. Co.	146.82	21,880	27.13	r. p. o. authorized, 1 l. 50, 1 l. 40 feet, New Orleans and Lafayette; r. p. o. run, 50 by 9, 14 t. a. w., New Orleans and Lafayette, 145.83 m.; apt. 25 by 9, 7 t. a. w., New Orleans and Lafayette, 145.83 m.; c. p. 7 t. a. w., Franklin and Baldwin, 8.16 m.; and 7 t. a. w., New Iberia and Cadez, 7.06 m.; r. p. o. pay \$9,459.45 per annum, being \$65 per mile.	21.53	345.42	50,369.14
149004	Raceland Junction (n. o.), Raceland.	do	2.06	132	10.70	c. p. 14 t. a. w., Raceland Junction (n. o.) and Raceland, 2.06 m	14	42.75	87.63
149005	Vidalia, Jonesville	Natchez, Red River and Texas R. Co.	26	151	11.36	c. p. 6 t. a. w., Vidalia and Jonesville, 26 m.	6	42.75	1,111.50
149006	Clinton, Ethel	Yazoo and Mississippi Valley R. Co.	8.76	196	24.57	c. p. 12 t. a. w., Clinton and Ethel, 8.75 m.	12	42.75	374.06
149007	Slaughter La., Woodville Miss.	Yazoo and Mississippi Valley R. Co.	41.96	421	13.98	apt. 6 by 7, 6 t. a. w., Slaughter, La., and Woodville, Miss., 41.62 m.; c. p. 7 t. a. w., Slaughter and Bayou Sara, 16.63 m.	8.72	58.14	2,439.55
149008	Vicksburg, Mississippi, Shreveport, La.	Vicksburg, Shreveport and Pacific Rwy. Co.	174.29	4,630	32	r. p. o. authorized, 1 l. 40 ft. Vicksburg and Shreveport; r. p. o. run, 50 by 9, 7 t. a. w., Vicksburg and Shreveport, 173.72 m.; apt. 20 by 9, 7 t. a. w., Vicksburg and Shreveport, 173.72 m.; land grant, r. p. o. pay \$4,343 per annum, being \$24 per mile.	14	132.01	23,008.02
149009	Thibodaux, Houma	Morgan's Louisiana and Texas R. R. and S. S. Co.	19.99	288	13.39	c. p. 14 t. a. w., Thibodaux and Houma, 19.99 m.	14	48.74	974.31
149010	Lafayette, Sabine River (n. o.).	Louisiana Western R. Co.	105.88	18,437	29.02	r. p. o. authorized, 1 l. 50 ft., 1 l. 40 ft., Lafayette and Sabine River (n. o.); r. p. o. run, 50 by 9, 14 t. a. w., Lafayette and Sabine River (n. o.); 105.59 m.; apt. 25 by 6, 7 in, Lafayette and Sabine River (n. o.); 105.59 m.; c. p. 7 out, Lafayette and Crowley, 22.34 m.; 21 out, 14 in, thence to Midland (n. o.), 8.48 m.; 7 out, thence to Sabine River (n. o.), 75.06 m.; r. p. o. pay, \$6,865.35 per annum, being \$65 per mile; route restated.	22.12	313.79	33,224.08
149011	McManus, Jackson	Jackson R. R. Co.	4.95	154	14.85	c. p. 6 t. a. w., McManus and Jackson, 4.95 m.	6	42.75	211.61
149012	Vacant.								
149013	Vacant.								
149014	(New Orleans, Covington.)	East Louisiana R. R. Co.	{ 35.80 24.17 }	391	29.49	{ c. p. 13 t. a. w., New Orleans and Covington, 59.97 m.; New Orleans } to Pearl River, 35.80 m., lap over route 126016.	{ 13 5 }	{ 5.98 55.58 }	{ 1,557.44 55.58 }

149015	Baldwin, Louisa.....	Morgan's, Louisiana and Texas R. R.	15.33	89	10.76	c. p. 7 t. a. w., Baldwin and Louisa, 15.83 m	7	42.75	655.85
149016	Shreveport, Logans- port R. R. Co.	Houston and Shreve- port R. R. Co.	38.69	1,900	21.89	apt. 20 by 9, 7 t. a. w., Shreveport and Logansport, 38.69 m.; c. p. 7 t. a. w., Shreveport and Logansport, 38.69 m.	14	123.98	4,798.78
149017	Cypress, Natchito- chea Rwy. Co.	Texas and Pacific Rwy. Co.	11.65	371	15.37	c. p. 14 t. a. w., Cypress and Natchitoches, 11.65 m	14	54.72	687.48
149018	Vacant.	St. Louis Southwest- ern Rwy. Co.	62.32	591	20.00	apt. 20 by 9, 7 t. a. w., New Lewisville and Shreveport, 61.82 m.; c. p. 6 in. Plain Dealing and Shreveport, 29.68 m.	8.42	67.55	4,209.71
149019	New Lewisville, Ark., Shreveport, La.	Louisiana Southern Rwy. Co.	29.40	98	10.69	c. p. 6 t. a. w., New Orleans and Belair, 29.40 m	6	42.75	1,256.85
149020	New Orleans, Belair.	(Morgan's, Louisiana and Texas R. R.) and S. S. Co.	80.56 25.29	517	20.51	apt. 24 by 8, 7 t. a. w., Lafayette and Alexandria, 85.25 m.; lap service, { Cheneyville and Alexandria, 25.29 m., over route 149002.	7	64.12 6.84	4,056.08
149021	Lafayette, Alexandria	.....do	5.35	358	24.09	c. p. 7 t. a. w., New Iberia and Iberia and Vermilion Junction (n. o.), 6.35 m.	7	53.87	288.20
149022	New Iberia, Iberia, and Vermillion Junction (n. o.).	.....do							
149023	Vacant.	New Orleans, Fort Jackson and Grand Isle R. R. Co.	59.62	194	15.68	apt. 7 by 7, 6 t. a. w., Station A (Algiers) and Buras, 59.60 m.; c. p. 7 t. a. w., Station A (Algiers) and Buras, 59.62 m.	13	42.75	2,548.75
149024	Buras A (Algiers), Buras.	Morgan's, Louisiana and Texas R. R.	31.00	153	11.18	c. p. 7 t. a. w., Arnaudville and Cadec, 31 m.; route restated	7	42.75	1,825.25
149025	Arnaudville, Cadec...	.....do							
149026	Natchez, Miss., Bas- trop, La.	New Orleans and Northwestern Rwy. Co.	102.27	358	13.27	apt. 13 by 7, 7 t. a. w., Natchez and Bastrop, 101.50 m	7	53.87	5,509.28
149027	De Quincy, Lake Charles.	Kansas City Southern Rwy. Co.	22.31	125	23.77	c. p. 7 t. a. w., De Quincy and Lake Charles, 22.31 m	7	42.75	975.12
149028	Mandeville Junction (n. o.), Mandeville.	East Louisiana R. R. Co.	12.34	67	23.00	c. p. 7 t. a. w., Mandeville Junction (n. o.) and Mandeville, 12.34 m ..	7	42.75	527.53
149029	Lake Charles, Alex- andria.	St. Louis, Watkins and Gulf Rwy. Co.	100.90	289	24.02	apt. 12 by 9, 7 t. a. w., Lake Charles and Alexandria, 100 m	7	48.74	4,917.86
149030	Shreveport, Alexan- dria.	Shreveport and Red River Valley Rwy. Co.	123.22	373	22.47	apt. 13 by 10, 7 t. a. w., Shreveport and Colfax, 98.22 m.; c. p. 7 t. a. w., Colfax and Alexandria, 25 m.; route restated.	7	54.72	6,742.59
149031	Stamps, Ark., Ash- land, La.	Louisiana and Arkan- sas R. R. Co.	92.28	290	19.19	apt. 13 by 9, 7 t. a. w., Stamps and Ashland, 91.90 m.; c. p. 7 t. a. w., Minden and Lanesville, 5.10 m.; route restated.	7.38	47.08	4,389.92
149032	Iberia and Vermillion Junction (n. o.), Abbeville.	Iberia and Vermillion R. R. Co.	16.54	303	24.09	c. p. 7 t. a. w., Iberia and Vermillion Junction (n. o.) and Abbeville, 16.54 m.	7	49.59	820.21
149033	Vacant.	.....do							
149034	Simmesport, Bunkie.	Texas and Pacific Railway Co.	25.79	386	12.19	apt. 10 by 7, 6 t. a. w., Simmesport and Junction (n. o.), 13.80 m.; 12 t. a. w., thence to Bunkie, 11.70 m.; c. p. 1 t. a. w., Simmesport and Junction (n. o.), 13.87 m.; 2 t. a. w., thence to Bunkie, 11.92 m.	10.11	52.16	1,345.20
149035	Junction (n. o.), Marksville.	.....do	9.04	231	13.67	apt. 10 by 7, 6 t. a. w., Junction (n. o.) and Marksville, 8.80 m.; c. p. 1 t. a. w., Junction (n. o.) and Marksville, 9.04 m.	7	44.46	401.91
149036	Eunice, Gueydan.....	Louisiana Western R. R. Co.	38.72	104	10.27	c. p. 7 t. a. w., Eunice and Gueydan, 38.72 m	7	42.75	1,441.58

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
149087	LOUISIANA—cont'd. Napoleonville, Thibodaux.	Morgan's Louisiana and Texas R. R. Co.	21.13	280	14.43	c. p. 14 t. a. w., Napoleonville and Thibodaux, 21.13 m.	14	44.46	989.43
149088	Estopinal, Poydras...	Louisiana Southern Rwy. Co.	5.61	30	16.88	c. p. 6 t. a. w., Estopinal and Poydras, 5.61 m.	6	42.75	289.82
149089	Texarkana, Ark., Shreveport, La.	Texas and Pacific Rwy. Co.	75.61	169	20.97	c. p. 7 t. a. w., Texarkana and Shreveport, 75.61 m.; route restated ...	7	42.75	3,292.82
149040	Eldorado, Ark., Winfield, La.	Arkansas Southern R. R. Co.	99.97	867	16.09	apt. 13 by 8, 7 t. a. w., Eldorado, Ark., and Winfield, La., 99.50 m.; c. p. 7 t. a. w., Eldorado, Ark., and Winfield, La., 99.97 m.; route restated.	14	53.87	5,885.88
149041	New Roads, Baton Rouge Junction (n. o.).	Texas and Pacific Rwy. Co.	38.14	863	11.74	c. p. 14 t. a. w., New Roads and Baton Rouge Junction (n. o.), 38.14 m.	14	58.01	1,756.75
	TEXAS.								
150001	Palentine, Houston ...	International and Great Northern R. Co.	150.77	4,512	22.85	apt. 30 by 9, 14 t. a. w., Palentine and Houston, 150.70 m.; c. p. 7 out, 0 in, Palentine and Houston, 150.77 m.	17.50	163.81	24,622.24
150002	Houston, San Antonio	Galveston, Harrisburg, Rwy. Co.	208.90	7,666	26.99	apt. 22.8 by 9, 2, 7 out, 30 by 9, 7 t. a. w., 25 by 9, 7 t. a. w., 29 by 9, 7 in, Houston and Rosenberg, 35.46 m.; 30 by 9, 7 t. a. w., 22.8 by 9, 2, 7 out, 25 by 9, 7 in, thence to San Antonio, 172.44 m.	15.22	199.22	41,617.05
150008	Denison, Houston ...	Houston and Texas Central R. R. Co.	837.03	7,554	27.12	apt. 30 by 9, 1, 14 t. a. w., Denison and Dallas, 73.08 m.; 21 t. a. w., thence to Garrett, 31.09 m.; 30 by 9, 1, 21 t. a. w., 14.6 by 9, 14 t. a. w., thence to Euless, 2.88 m.; 30 by 9, 1, 21 t. a. w., thence to Houston, 229.65 m.; c. p. 14 t. a. w., Denison and Dallas, 73.41 m., 7 t. a. w., thence to Corsicana, 54.65 m., 0 t. a. w., thence to Houston, 208.97 m., apt. 19.11 by 9, 7 t. a. w., Hempstead and Austin, 115.19 m.	23.77	197.51	66,566.79
150004	Hempstead, Austin...	do	115.19	1,648	23.10	Hempstead and Austin, 115.19 m.	14	112.86	13,000.34
150005	Bremond, Waco ...	do	43.61	1,984	19.83	apt. 15.1 by 8, 8, 14 t. a. w., Bremond and Waco, 43.61 m.	21	127.40	5,555.91
150006	Houston, Galveston ...	Galveston, Houston and Henderson R. R. Co.	50.80	2,899	32.62	apt. 30 by 9, 7 t. a. w., Houston and Galveston, 48.40 m.; c. p. 0 out, 7 in, bet. G. Co. depot and I and G. depot (Houston), 1.50 m., 14 out, 21 in, thence to Galveston, 48.80 m.	23.81	140.22	7,053.06

150007	Longview, International Boundary (n. o.).	International and Great Northern R. Co.	496.07	12,549	25.07	13.16	251.87	124,697.11
r. p. o. authorized: 11.50 ft., Longview and San Antonio, 341.40 m.; r. p. o. run, 60 by 9, 7 t. a. w., Longview and San Antonio, 341.40 m.; apt. 30 by 9, 7 t. a. w., Longview and Palestine, 81.30 m., 14 t. a. w., thence to San Antonio, 360.10 m., 7 t. a. w., thence to Laredo, 138.10 m.; c. p. 7 out, 0 in, Longview and Palestine, 82.23 m., 0 t. a. w., thence to Milano, 110 m., 7 t. a. w., thence to San Antonio, 160.10 m., 0 t. a. w., thence to International Boundary (n. o.), 138.08 m.; r. p. o. pay: \$13,650 per annum, \$40 per m., 341.40 m. apt. 17 by 9, 6 t. a. w., Houston and Columbia, 50 m.; c. p. 1 t. a. w., Houston and Columbia, 50.32 m.								
150008	Houston, Columbia...	International and Great Northern R. Co.	50.82	390	13.89	7	55.58	2,790.78
r. p. o. authorized: 21.50 ft., Texarkana and Longview, 97.59 m., 11.40 ft., Longview and Fort Worth, 155.44 m.; r. p. o. run, 31.60 ft., (14 t. a. w., Texarkana and Longview, 97.59 m., 11.40 ft., Longview and Fort Worth, 155.44 m., apt. 25 by 9, 7 t. a. w., Kansas and Longview, 97.59 m., 14 t. a. w., thence to Fort Worth, 155.44 m., 7 t. a. w., thence to El Paso, 613.43 m.; c. p. 0 t. a. w., Texarkana and Willis Point, 174.18 m., 6 t. a. w., thence to Dallas, 47.41 m., 27 t. a. w., thence to Fort Worth, 31.44 m., 6 t. a. w., thence to Weatherford, 39.99 m., 0 t. a. w., thence to El Paso, 583.06 m.; r. p. o. pay \$14,024.80, \$80 per m., 97.59 m., \$40 per m., 155.44 m. Laid service Sierra Blanco and End of Joint Track (n. o.), 90.80 m., over route, 150039								
150009	Texas, Ark., Sierra Blanco, End of Joint Track (n. o.), El Paso.	Texas and Pacific Rwy. Co.	774.38 90.80 1.90 887.08	7,820	25.83	12.90	200.98 98.19 200.98	164,489.59
150010	Bridgeport, Jacksboro	Chicago, Rock Island and Texas Rwy. Co.	29.28	586	19.6	6	67.55	1,974.48
150011	Texarkana, Ark., Whitesboro, Tex.	Texas and Pacific Rwy. Co.	173.41	1,962	22.93	14	126.69	21,795.90
150012	Sabine River (n. o.), La., Houston, Tex.	Texas and New Orleans R. Co.	111.15	17,379	28.53	21	302.67	38,641.77
r. p. o. authorized: 11.50 ft. and 11.40 ft., Sabine River (n. o.) and Houston, 111.15 m.; r. p. o. run, 50 by 9, 14 t. a. w., Sabine River (n. o.) and Houston, 111.15 m.; apt. 25 by 9, 0 out, 7 in, Sabine River (n. o.) and Houston, 111.15 m., c. p. 7 out, 0 in, Sabine River (n. o.) and Houston, 111.15 m.; r. p. o. pay \$7,224.75 per an., \$65 per m. for 111.15 m. Route restated.								
150013	Vacant.	Galveston, Harrisburg and San Antonio Rwy. Co.	31.41	82	14.63	6	42.75	1,842.77
150014	Columbus, Lagrange..	International and Great Northern R. Co.	16.51	387	16.78	14	53.87	898.39
150015	Henderson, Overton..	Texas Mexican Rwy. Co.	161.96	179	15.78	7	42.75	6,923.79
150016	Corpus Christi, International Boundary Line (n. o.).	R. Co.						
150017	Greenville, Mineola ..	Missouri, Kansas and Texas Rwy. Co. of Texas.	51.04	234	24.96	7	44.46	2,290.23
150018	Brownsville, Isabel...	Rio Grande R. Co.	22.87	27	18		42.75	977.69
150019	Port Lavaca, Cuero...	Gulf, Western Texas and Pacific Rwy. Co.	56.14	284	22.70	7	48.74	2,785.26
150020	San Antonio, Stockdale.	San Antonio and Gulf R. R.	38.84	193	14.45	6	42.75	1,660.41

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and terminl.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
TEXAS—continued.									
150021	Garrett, Fort Worth ..	Houston and Texas Central R. Co.	Miles. 53.16	Pounds 1,510	20.72	apt. 14.6 by 8.7, 7 t. a. w., 14.6 by 9.1, 7 t. a. w., Garrett and Fort Worth, 38.08 m.; c. p. 7 t. a. w., Garrett and Fort Worth, 53.16 m.; route re-stated.	21	Dollars. 106.88	Dollars. 5,681.74
150022	Whitesboro, Wichita Falls.	Missouri, Kansas and Texas Rwy. Co. of Texas.	104.40	892	23.78	apt. 39.4 by 8.11, 7 out; 15.7 by 8.10, 7 in, Whitesboro and Wichita Falls, 103.84 m.; c. p. 7 t. a. w., Whitesboro and Garnersville, 15.81 m.; 0 t. a. w., thence to Wichita Falls, 83.38 m.	8.06	80.87	8,890.62
150023	Logansport, La., Houston, Tex.	Houston, East and West Texas Rwy. Co.	191.48	1,314	18.78	apt. 20 by 9, 7 t. a. w., Logansport and Houston, 191.40 m.; c. p. 7 t. a. w., Logansport and Houston, 191.48 m.	14	98.88	18,823.22
150024	Conroe, Somerville...	Gulf, Colorado and Santa Fe Rwy. Co.	74.39	148	21.88	apt. 20.2 by 9.2, 5 t. a. w., Conroe and Somerville, 74.07 m.; c. p. 1 t. a. w., Conroe and Navasota, 45.98 m.; 0 t. a. w., thence to Somerville, 28.41 m.	6.61	42.75	3,190.17
150025	Texarkana, Ark., Gatesville, Tex.	St. Louis Southwest- ern Rwy. Co. of Texas.	308.05	4,609	24.20	apt. 28 by 9, 7 out, 14 in, 25 by 9, 7 out, Texarkana and Waco, 268.27 m.; 22 by 9, 7 t. a. w., thence to Gatesville, 46.98 m.	12.88	165.02	50,504.87
150026	Georgetown, Round- rock.	International and Great Northern R. Co.	10.02	548	16.15	c. p. 21 t. a. w., Georgetown and Roundrock, 10.02 m	21	65.84	659.71
150027	Fort Worth, Galves- ton.	Gulf, Colorado and Santa Fe Rwy. Co.	345.80	3,822	27.62	apt. 30 by 10, 14 t. a. w., Fort Worth and Galveston, 344.90 m.; c. p. 0 t. a. w., Fort Worth and Alvin, 316.22 m.; 14 t. a. w., thence to Galveston, 29.08 m.	15.17	158.90	53,141.67
150028	Denison, Smithville ..	Missouri, Kansas and Texas Rwy. Co. of Texas.	308.84	5,501	24.86	apt. 39 by 9, 14 out, 7 in; 40 by 9, 7 in, Denison and Whitesboro, 24.84 m.; 39 by 9, 21 out, 7 in; 17 by 9, 7 in, thence to Denton, 35.87 m.; 39 by 9, 14 out, 7 in; 40 by 9, 7 in, thence to Taylor, 197.98 m.; 39 by 9, 7 out; 40 by 9, 7 t. a. w.; 34 by 9, 7 in, thence to Smithville, 50.22 m.; c. p. 7 t. a. w., Denison and Temple, 219.45 m.; 28 t. a. w., thence to Echo, 2 m.; 7 t. a. w., thence to Taylor, 35.90 m.; 0 t. a. w., thence to Smithville, 50.49 m.	20.77	176.18	54,895.98
150029	Rockland, Beaumont.	Texas and New Or- leans R. R. Co.	74.08	457	20.16	apt. 30 by 9, 7 t. a. w., Rockland and Beaumont, 73.91 m	7	60.71	4,497.39
150030	Dallas, Denton	Missouri, Kansas and Texas Rwy. Co. of Texas.	37.75	633	24.54	apt. 39.4 by 8.11, 7 out, 15.7 by 8.10, 7 in, Dallas and Denton, 37.37 m	7	69.26	2,614.56
150031	Vacant.								

150032	Mineola, Troup	International and Great Northern R. Co.	44.88	281	24.02	apt. 21.7 by 8.11, 7 t. a. w., Mineola and Troup, 44.38 m.	14	47.88	2,124.91
150033	Kenedy, Corpus Christi.	San Antonio and Arkansas Pass Rwy. Co.	88.62	1,087	20.72	apt. 20.6 by 9.7 t. a. w., Kenedy and Corpus Christi, 87.80 m.; c. p. 7 t. a. w., Kenedy and Skidmore, 43.36 m., 0 t. a. w., thence to Corpus Christi, 46.26 m.	10.42	86.86	7,688.22
150034	Phelps, Huntsville	International and Great Northern R. Co.	7.36	400	16.78	c. p. 14 t. a. w., Phelps and Huntsville, 7.86 m	14	56.43	415.32
150035	Paris, Weatherford	Gulf, Colorado and Santa Fe Rwy. Co.	185.73	2,203	24.20	apt. 20.2 by 9.2, 14 t. a. w., Paris and Cleburne, 164.46 m.; c. p. 0 t. a. w., Paris and Dallas, 101.67 m., 7 t. a. w., thence to Cleburne, 53.61 m., 6 t. a. w., thence to Weatherford, 40.46 m.	14.20	180.82	25,606.39
150036	Rosenberg, Victoria	New York, Texas and Mexican Rwy. Co.	92.12	1,291	26.32	apt. 25 by 9.1, 7 out, 29 by 9.1, 7 in, Rosenberg and Victoria	7	97.47	8,978.93
150037	Fort Worth, Texline	Fort Worth and Denver City Rwy. Co.	.99	2,281	27.25	apt. 24 by 9 (av.), 7 t. a. w., Fort Worth and Texline, 452.90 m.; c. p. 6 t. a. w., Fort Worth and Wichita Falls, 114.30 m., 0 t. a. w., thence to Texline, 338.69 m.	8.51	131.67	59,645.19
150038	Austin, Llano	Houston and Texas Central R. R. Co.	99.77	962	26.38	apt. 14.6 by 8.7, 7 t. a. w., Austin and Llano, 99.20 m	7	88.79	8,359.72
150039	San Antonio, El Paso	Galveston, Harrisburg and San Antonio Rwy. Co.	615.61	2,324	26.80	apt. 30 by 9.7 t. a. w., San Antonio and El Paso, 615.39 m	7	132.53	81,586.79
150040	Harwood, Gohzaes	do	12.58	141	15.36	c. p. 7 t. a. w., Harwood and Gonzales, 12.55 m	7	42.75	536.51
150041	Echo (n. o.), Belton	Missouri, Kansas and Texas Rwy. Co. of Texas.	7.12	410	15.19	c. p. 21 t. a. w., Echo (n. o.) and Belton, 7.12 m	21	57.29	407.90
150042	Wylie, Dallas	St. Louis Southwestern Rwy. Co. of Texas.	25.48	1,043	19.21	c. p. 14 t. a. w., Wylie and Dallas, 25.48 m.; lap service over route 130086.	14	14.53	370.22
150043	Spofford, Eagle Pass	Galveston, Harrisburg and San Antonio Rwy. Co.	35.61	1,624	35.64	apt. 24.3 by 9.7 t. a. w., Spofford and Eagle Pass, 35.30 m	7	112.01	3,988.67
150044	Tyler, Lufkin	St. Louis Southwestern Rwy. Co. of Texas.	90.08	560	19.24	apt. 26 by 9.7 t. a. w., Tyler and Lufkin, 89.61 m	7	65.84	5,927.57
150045	Beaumont, Sabine	Texas and New Orleans Rwy. Co.	30.37	98	15.73	c. p. 7 t. a. w., Beaumont and Sabine, 30.37 m	7	42.75	1,298.81
150046	Colmameil, Trinity	Missouri, Kansas and Texas Rwy. Co. of Texas.	67.07	211	13.73	apt. 12 by 7.6 t. a. w., Colmameil and Trinity, 66.63 m.; c. p. 1 t. a. w., Colmameil and Trinity, 67.07 m.	7	42.75	2,867.24
150047	Houston, Alvin	Gulf, Colorado and Santa Fe Rwy. Co.	24.08	1,463	31.41	c. p. 21 t. a. w., Houston and Alvin, 24.08 m	21	105.17	2,532.49
150048	Longview, Boren	Texas Sabine Valley and Northwestern Rwy. Co.	39.68	408	12.60	c. p. 13 t. a. w., Longview and Carthage, 37.43 m., 6 t. a. w., thence to Boren, 2.25 m.	12.60	57.29	2,273.26
150049	Temple, San Angelo	Gulf, Colorado and Santa Fe Rwy. Co.	229.01	2,098	26.11	apt. 30 by 9.10, 7 t. a. w., Temple and San Angelo, 228.42 m.; c. p. 7 t. a. w., Temple and Lampasas, 56.66 m., 0 t. a. w., thence to San Angelo, 172.35 m.	8.78	129.11	29,567.48
150050	Vacant.	do	6.39	266	21.67	apt. 30 by 9.10, 7 t. a. w., Coleman Junction (n. o.) and Coleman, 6.39 m.	7	47.02	300.52
150051	Coleman Junction (n. o.), Coleman.	do							
150052	Vacant.	do							
150053	Honeygrove, Ladonia	do	12.18	48	16.44	c. p. 6 t. a. w., Honeygrove and Ladonia, 12.18 m	6	42.75	620.69

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
TEXAS—continued.									
150054	Denison, Sherman Junction (n. o.)	Denison and Pacific Suburban Rwy. Co.	7.76	84	16.21	c. p. 7 t. a. w., Denison and Sherman Junction (n. o.), 7.76 m.	7	42.75	881.74
150055	Denison, Hillsboro	Missouri, Kansas and Texas Rwy. Co. of Texas.	172.92	2,875	27.14	apt. 16 by 9, 7 t. a. w., 17 by 9, 7 t. a. w., Denison and Hillsboro, 172.81 m.; c. p. 7 t. a. w., Denison and Hillsboro, 172.92 m.	21	140.22	24,246.84
150056	Smithville, San Marcos	.....do.....	53.81	276	25.15	apt. 21 by 9, 7 t. a. w., Smithville and San Marcos, 52.56 m. Route restated.	7	47.88	2,552.48
150057	Houston, San Antonio	San Antonio and Arkansas Pass Rwy. Co.	239.47	1,582	23.81	apt. 16.10 by 9, 7 t. a. w., Houston and Kennedy, 177.79 m., 16.10 by 9, 7 t. a. w., 20.6 by 9, 7 t. a. w., thence to San Antonio, 61.68 m.; c. p. 0 t. a. w., Houston and Yockum, 119.74 m., 7 t. a. w., thence to Kennedy, 58.05 m., 0 t. a. w., thence to San Antonio, 61.68 m.	10.49	107.73	25,798.10
150058	San Antonio, Kerrville	.....do.....	71.10	751	24.25	apt. 20 by 9, 6 t. a. w., San Antonio and Kerrville, 70.57 m.; c. p. 1 t. a. w., San Antonio and Kerrville, 71.10 m.	7	74.39	5,289.12
150059	Jasper, Beaumont	Gulf, Beaumont and Kansas City Rwy. Co.	75.67	493	20.06	apt. 12 by 9, 7 t. a. w., Jasper and Beaumont, 74.16 m.; c. p. 0 t. a. w., Jasper and Silsbee, 54.43 m., 7 t. a. w., thence to Beaumont, 21.24 m. Route restated.	8.96	63.27	4,787.64
150060	Commerce, Sherman	St. Louis Southwestern Rwy. Co. of Texas.	52.40	258	25.34	apt. 26.1 by 9.3, 7 t. a. w., Commerce and Sherman, 52.20 m.	7	46.17	2,419.30
150061	Fort Worth, Brownwood	Fort Worth and Rio Grande Rwy. Co.	142.22	1,562	20.59	apt. 21 by 9, 7 t. a. w., Fort Worth and Brownwood, 141.40 m.; c. p. 7 t. a. w., Fort Worth and Brownwood, 142.22 m.	14	109.44	15,564.55
150062	Houston, Galveston	Galveston, Houston and Northern Rwy. Co.	57.41	1,658	23.48	apt. 26.1 by 9, 6 t. a. w., Houston and Galveston, 57.12 m.; c. p. 8 t. a. w., Houston and Galveston, 57.41 m.	14	112.86	6,479.29
150063	Eagle Lake, Bay City, Corsicana, Hillsboro	Cane Belt R. R. Co.	51.12	150	18.33	c. p. 7 t. a. w., Eagle Lake and Bay City, 51.12 m.; route restated.	7	42.75	2,185.38
150064		St. Louis Southwestern Rwy. Co. of Texas.	42.38	508	21.06	apt. 26 by 9.3, 7 t. a. w., Corsicana and Hillsboro, 41.78 m.	7	64.12	2,714.19
150065	Amarillo, Tex., Texico (n. o.), N. Mex.	Pecos and Northern Texas Rwy. Co.	96.06	1,022	24.16	apt. 13.3 by 8.8, Amarillo and Texico (n. o.), 96.06 m.	7	86.38	8,209.38
150066	State Line (n. o.) between Oklahoma and Texas, Washburn	Southern Kansas Rwy. Co. of Texas.	114.90 13.58 130.46	1,198	24.80	apt. 30 by 9.4, 7 t. a. w., Amarillo and State Line (n. o.), 130 m.; lap service, Washburn and Amarillo, 15.58 m., over route 150087; route restated.	7	98.20 17.10	10,975.09

150067	Mount Pleasant, Fort Worth.	St. Louis Southwestern Rwy. Co. of Texas.	154.89	2,994	23.96	apt. 26 by 9, 14 t. a. w., Mount Pleasant and Fort Worth, 154.69 m.....	14	141.88	21,883.58
150068	Rockport, Gregory ...	San Antonio and Aransas Pass Rwy. Co.	21.41	159	17.43	c. p. 14 t. a. w., Rockport and Gregory, 21.41 m	14	42.76	915.27
150069	Paris, Commerce, Greenville, Ennis	Texas Midland R. R. Co.	88.23 14.30 72.59 125.12	1,048	28.76	apt. 18 by 9, 7 t. a. w., Paris and Ennis, 124.81 m.; c. p. 7 t. a. w., Paris and Ennis, 125.12 m.; lap service, Commerce and Greenville, 14.80 m., over route 150067.	14	87.21 14.54 87.21	9,872.68
150070	Beaumont, High Island.	Gulf and Interstate Rwy. Co.	43.50	68	8.88	c. p. 6 t. a. w., Beaumont and High Island, 43.50 m	6	42.76	1,859.62
150071	Victoria, Beeville ...	Gulf, Western Texas and Pacific Rwy. Co.	56.12	278	21.62	c. p. 7 t. a. w., Victoria and Beeville, 56.12 m	7	47.88	2,689.14
150072	Fairland, Marble Falls.	Houston and Texas Central R. R. Co.	7.82	189	21.61	apt. 14.5 by 8.9, 14 t. a. w., Fairland and Marble Falls, 6.40 m	14	42.76	884.80
150073	Whitesboro, Fort Worth.	Texas and Pacific Rwy. Co.	71.81	164	27.86	c. p. 7 t. a. w., Whitesboro and Fort Worth, 71.81 m.; lap service over route 150072.	7	1.71	122.79
150074	Austin Junction (n. o.), Lockhart.	San Antonio and Aransas Pass Rwy. Co.	54.02	801	21.97	apt. 21.6 by 9, 6 t. a. w., Austin Junction (n. o.) and Lockhart, 53.85 m.; c. p. 1 t. a. w., Austin Junction (n. o.) and Lockhart, 54.02.	7	49.56	2,678.85
150075	Waco, Stamford	Texas Central R. R. Co.	225.91	869	25.75	apt. 17 by 9, 7 out, 18 by 9, 7 in, Waco and Stamford, 225.42 m.; c. p. 7 t. a. w., Waco and Cisco, 158.64 m., 0 t. a. w., thence to Stamford, 72.27 m.; route restated.	11.76	78.66	17,770.08
150076	Waco, Yoakum	San Antonio and Aransas Pass Rwy. Co.	171.42	1,068	24.82	apt. 21.6 by 9, 7 t. a. w., Waco and Shiner, 159.98 m., 13 t. a. w., thence to Yoakum, 10.61 m.; c. p. 14 t. a. w., Waco and Yoakum, 37.92 m.; 7 t. a. w., thence to Yoakum, 153.39 m.	15.91	88.07	15,098.95
150077	Skidmore, Alice	San Antonio and Aransas Pass Rwy. Co.	48.01	272	15.68	apt. 13 by 7.3, 6 out, 20.6 by 9, 6 in, Skidmore and Alice, 42.80 m.; c. p. 1 t. a. w., Skidmore and Alice, 48.01 m.	7	47.88	2,069.31
150078	Wichita Falls, Seymour, State Line (n. o.).	Wichita Valley Rwy. Co.	52.08	469	17.29	c. p. 6 t. a. w., Wichita Falls and Seymour, 52.08 m	6	61.56	3,206.04
150079	Pecos, State Line (n. o.).	Pecos River R. R. Co.	54.67	194	21.71	apt. 13.3 by 8.8, 7 t. a. w., Pecos and State Line (n. o.), 54.27 m	7	42.76	2,837.14
150080	Athens, Dallas	Texas and New Orleans R. R. Co.	76.39	350	16.98	apt. 30 by 9, 7 t. a. w., Athens and Dallas, 76.17 m.; c. p. 0 t. a. w., Athens and Mabank, 19.43 m., 6 t. a. w., thence to Dallas, 56.96 m.; route restated.	11.47	53.01	4,049.43
150081	Weatherford, Mineral Wells.	Weatherford, Mineral Wells and Northern Rwy. Co.	22.95	521	25.40	c. p. 14 t. a. w., Weatherford and Mineral Falls, 22.95 m. Weighed for 120 days from Mar. 4, 1902.	14	64.96	1,491.29
150082	Shreveport, La., McKinney, Tex.	Missouri, Kansas and Texas Rwy. Co. of Texas.	201.97	557	23.19	apt. 17 by 9, 7 t. a. w., Shreveport and McKinney, 201.24 m.; c. p. 7 t. a. w., Shreveport and Greenville, 170.16 m., 0 t. a. w., thence to McKinney, 31.81 m.; route restated.	12.98	65.84	13,297.70
150083	Vacant.								
150084	Laredo, Minera	Rio Grande and Eagle Pass Rwy. Co.	27.20	34	6.75	c. p. 6 t. a. w., Laredo and Minera, 27.20 m	6	42.76	1,162.80
150085	Anchor, Velasco	Velasco, Brazos and Northern Rwy. Co.	20.36	118	14.11	c. p. 14 t. a. w., Anchor and Angleton, 3.94 m., 7 t. a. w., thence to Velasco, 16.42 m.	8.35	42.76	870.89
150086	Hearne, Stone City ...	Hearne and Brazos Valley R. R. Co.	18.92	40	18.95	c. p. 14 t. a. w., Hearne and Stone City, 18.92 m	14	42.76	808.83

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
150088	TEXAS—continued. Carthage, Timpson...	Marshall, Timpson and Sabine Pass Rwy. Co.	19.24	160	8.02	c. p. 7 t. a. w., Carthage and Timpson, 19.24 m.....	7	42.75	822.51
150089	Terral, Ind. T., Fort Worth, Tex.	Chicago, Rock Island and Texas Rwy. Co.	94.28	3,836	28.09	apt. 30 by 9.2, 7 t. a. w., 22 by 9.6, 7 t. a. w., Terral and Fort Worth, 94.10 m.	14	153.90	14,509.69
150090	Marshall, Harleton...	Texas Southern Rwy. Co.	16.88	55	12.15	c. p. 6 t. a. w., Marshall and Harleton, 16.88 m.....	6	42.75	719.48
150091	Wharton, Van Vleet.	New York, Texas and Mexican Rwy. Co.	32.47	67	15.93	c. p. 6 t. a. w., Wharton and Van Vleet, 32.47 m.....	6	42.75	1,398.09
150092	Eagle Pass, Tex., Ciudad, Porfirio Diaz, Mexico.	Galveston, Harrisburg and San Antonio Rwy. Co.	1.67	1,262	9.72	apt. 24.8 by 9, 7 t. a. w., Eagle Pass, Tex., and Ciudad, Porfirio Diaz, Mexico, 1.67 m.	7	96.62	161.35
150093	Vacant.	Missouri, Kansas and Texas Rwy. Co. of Texas.	11.12	109	22.82	c. p. 13 t. a. w., Denison and Sherman, 11.12 m.....	13	42.75	475.38
150094	Denison, Sherman...	Texas Rwy. Co. of Texas.							
150095	Texhoma, Okla., Dalhart, Tex.	Chicago, Rock Island and Mexico Rwy. Co.	51.32	6,141	25.69	apt. 30 by 9, 7 t. a. w., Texhoma and Dalhart, 51.06 m.....	7	182.97	9,890.02
150096	Houston, Smithville...	Missouri, Kansas and Texas Rwy. Co. of Texas.	115.15	1,502	28.72	apt. 38 by 9, 14 t. a. w., Houston and Smithville, 114.88 m., route restated.	14	106.88	12,807.23
150097	Waco, Bryan.....	International and Great Northern R. Co.	104.15	137	19	c. p. 14 t. a. w., Waco and Lewis, 81.48 m., 7 t. a. w., thence to Bryan, 22.72 m.	12.47	42.75	4,452.41
150098	Silabee, Conroe.....	Gulf, Colorado and Santa Fe Rwy. Co.	81.09	93	25.74	c. p. 7 t. a. w., Silabee and Conroe, 81.09 m.....	7	42.75	3,466.59
150099	Dalhart, Tex., State Line between Texas and New Mexico (n. o.).	Chicago, Rock Island and Mexico Rwy. Co.	41.82	5,797	28.88	apt. 30 by 9, 7 t. a. w., Dalhart and State Line (n. o.), 41.04 m.....	7	178.70	7,888.88
150100	Bonham, Denison...	Missouri, Kansas and Texas Rwy. Co. of Texas.	28.92	153	19.95	c. p. 7 t. a. w., Bonham and Denison, 29.92 m., weighed for 60 days from Mar. 18, 1902.	7	42.75	1,279.08

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mille for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>			<i>11.88</i>	<i>Dollars.</i> 115.43	<i>Dollars.</i> 64,888.00
	INDIAN TERRITORY— continued.								
153011	Siloam Springs, Ark., Port Arthur, Tex.	Kansas City Southern Rwy. Co.	557.81	1,715	22.98	apt. 30 by 9, 7 t. a. w., 29 by 9, 7 t. a. w., Siloam Springs and Shreveport, 325.20 m.; 30 by 9, 7 t. a. w., thence to Port Arthur, 227.48 m.; c. p. 0 t. a. w., Siloam Springs and Beaumont, 587.76 m.; 7 t. a. w., thence to Port Arthur, 20.08 m.; route restated.			
153012	Vacant.								
153013	Vacant.								
153014	Vacant.								
	OKLAHOMA.								
154001	Sapulpa, Ind. T., Okla. Tulsa, Okla.	St. Louis and San Francisco R. R. Co.	105.04	2,278	28.98	apt. 31 by 9, 7 out and 30 by 9, 7 in, Sapulpa and Oklahoma, 104.90 m.; c. p. 7 t. a. w.; Sapulpa and Oklahoma, 105.04 m.	14	181.67	13,880.61
154002	Tecumseh Junction (n. o.), Tecumseh.	Choctaw, Oklahoma and Gulf R. R. Co.	5.79	402	15.66	no apt.; c. p. 21 t. a. w., Tecumseh Junction (n. o.) and Tecumseh, 5.79 m.	21	55.43	326.72
154003	Arkansas City, Kans., Purcell, Ind. T.	Atchafalaya, Topeka and Santa Fe Rwy. Co.	154.50	7,750	28.09	r. p. o. authorized; 11.40 ft. w., Arkansas City, Kansas and Purcell, Ind. T., 153.87 m.; cars run: 60 by 9, 7 t. a. w., Kansas City and Purcell, 153.87 m.; apt. 22 by 9, 7 t. a. w., and 29 by 9, 7 t. a. w., Arkansas City, Kans., and Guthrie, Okla., 89.22 m.; 32 by 9, 7 t. a. w., 29 by 9, 7 t. a. w., and 24 by 9, 12 t. a. w.; thence to Seward, Okla., 7.33 m., and 32 by 9, 7 t. a. w., and 29 by 9, 7 t. a. w.; thence to Purcell, Ind. T., 57.32 m.; r. p. o. car pay per annum, \$3,846.75, \$25 per m. for 153.87 m.	21.56	200.07	30,910.81
154004	Wellington, Kans., and Oklahoma and Texas State Line (n. o.)	.....do.....	185.71	3,041	23	apt. 30 by 9, 14 t. a. w., Wellington, Kans., and Woodward, Okla., 142.11 m., and 7 t. a. w., thence to Oklahoma and Texas State Line, (n. o.), 43.60 m.; route restated; covers part of route 155065.	12.85	142.79	26,517.58
154005	Vacant.					Covered by route 153006.			
154006	Hutchinson, Kans., Ponca, Okla.	Atchafalaya, Topeka and Santa Fe Rwy. Co.	145.34	648	20.40	apt. 20 by 9, 7 t. a. w., Hutchinson, Kans., and Blackwell, Okla., 129.89 m.; c. p. 6 t. a. w., Deer Creek and Blackwell, Okla., 13.56 m., and 12 t. a. w., thence to Ponca, Okla., 15.95 m.; route restated; covers routes 155101 and 154011.	8.10	70.11	10,189.78
154007	Chickasha, Ind. T., Mangum, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	98.08	1,795	24.82	apt. 22 by 9, 4, 7 t. a. w., Chickasha, Ind. T., and Mangum, Okla., 97.68 m.; c. p. 7 t. a. w., Chickasha, Ind. T., and Anadarko, Okla., 18.53 m.; route restated; covers routes 154008 and 154016.	8.81	118.85	11,728.11
154008	Vacant.					Covered by route 154007.			

154009	Wellington, Kans., Tonkawa, Okla.	Atchison, Topeka and Santa Fe Rwy. Co.	43.02	616	15.54	apt. 12 by 7.7 t. a. w., Wellington, Kans., and Tonkawa, Okla., 42.81 m.; c. p. 6 t. a. w., Wellington and Tonkawa, 43.02 m.; route re- stated; covers part of route 155006. Covered by route 154008. Covered by route 154009. apt. 15 by 9.6 t. a. w., Billings and North Enid, 26.23 m.....	13	63.40	2,942.56
154010	Vacant	Chicago, Rock Island and Pacific Rwy. Co.					6	43.74	1,296.43
154011	Vacant	Atchison, Topeka and Santa Fe Rwy. Co.	28.60	291	15.49	apt. 15 by 9.6 t. a. w., Pawnee and Guthrie, 73.67 m.; c. p. 6 in, Guthrie to Pawnee, 74.24 m.....	9	93.20	6,919.16
154012	Billings, North Enid.	Chicago, Rock Island and Pacific Rwy. Co.	74.24	1,181	15.15	apt. 24 by 9.12 t. a. w., Seward and Cashion, 10.75 m.....	12	61.56	694.39
154013	Pawnee, Guthrie	Chicago, Rock Island and Pacific Rwy. Co.	11.28	468	19.84	apt. 24 by 9.12 t. a. w., Cashion and Kingfisher, 16.13 m.....	12	57.29	933.61
154014	Seward, Cashion.	Chicago, Rock Island and Pacific Rwy. Co.	16.82	411	19.34				
154015	Cashion, Kingfisher	Chicago, Rock Island and Pacific Rwy. Co.							
154016	Vacant	Choctaw Northern R. R. Co.	104.44	697	23.80	Covered by route 154007.	7	71.82	7,500.88
154017	Alva, Geary	St. Louis and San Francisco R. R. Co.	81.04	311	25.88	apt. 25 by 9.7 t. a. w., Ingersoll and Geary, Okla., 88.13 m.; c. p. 7 t. a. w., Alva and Ingersoll, Okla., 15.94 m.....	7	50.45	4,083.46
154018	Blackwell, Okeene	Chicago, Rock Island and Pacific Rwy. Co.	60.55	6,206	29.44	apt. 30 by 9.7 t. a. w., Liberal, Kans., and Texhoma, Okla., 60.39 m.....	7	133.83	11,130.90
154019	Liberal, Kans., Tex- homa, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	36.55	1,051	21.94	no apt.; c. p. 7 t. a. w., Anadarko and Lawton, 36.55 m.....	7	87.21	3,137.52
154020	Anadarko, Lawton	Chicago, Rock Island and Pacific Rwy. Co.	51.31	526	13.60	apt. 15 by 9.6 t. a. w., Enid and Watonga, 61.12 m.; c. p. 6 t. a. w., Enid and Watonga, 61.31 m.....	12	64.96	3,983.92
154021	Enid, Watonga	Chicago, Rock Island and Pacific Rwy. Co.	65.24	626	25.64	apt. 25 by 9.7 t. a. w., Weatherford and Sayre, 64.27 m.....	7	69.26	4,518.52
154022	Weatherford, Sayre	Choctaw, Oklahoma and Gulf R. R. Co.	33.50	728	19.17	apt. 25 by 9.7 t. a. w., Anthony, Kans., and Ingersoll, Okla., 33.11 m.; c. p. 7 t. a. w., Anthony, Kans., and Ingersoll, Okla., 33.50 m.....	14	73.53	2,463.25
154023	Anthony, Kans., In- gersoll, Okla.	Union Pacific R. R. Co.	640.37	14,743	33.63	r. p. o. authorized, 1 l. 50 ft. and 1 l. 40 ft., Kansas City, Mo., and Denver, Colo., 639.76 m.; cars run: 60 by 9.7 t. a. w., and 45 by 9. 7 t. a. w., Kansas City, Mo., and Denver, Colo., 639.76 m.; apt. 17 by 9.13 t. a. w., Kansas City, Mo., and Salina, Kans., 185.60 m.; r. p. o. car pay \$41,584.40 per annum, \$65 per mile for 639.76 m.....	17.66	274.46	175,765.95
155001	KANSAS. Kansas City, Mo., Denver, Colo.	Central Branch Rwy. Co.	34.86	209	37.30	apt. 14 by 7.6 t. a. w., Lawrence and Leavenworth, 34.36 m.....	6	44.46	1,567.64
155002	Lawrence, Leaven- worth.	Atchison, Waterville Co.	100.70	5,516	24.61	apt. 23 by 9.7 t. a. w., and 22 by 9.7 t. a. w., Atchison and Water- ville, 100 m.....	14	176.13	17,788.29
155003	Lawrence, Waterville	Atchison, Coffeyville Co.	141.54	3,254	24.44	apt. 12 by 8, 12 t. a. w., Lawrence and Ottawa, 27.11 m., and 27 by 9. 14 t. a. w., thence to Coffeyville, 97.77 m.; c. p. 14 t. a. w., Cherry- vale and Coffeyville, 16.66 m.; all land grant.	13.61	116.28	16,458.27
155004	Lawrence, Coffeyville	Atchison, Topeka and Santa Fe Rwy. Co.	113.85	1,902	22.50	apt. 27 by 9.14 t. a. w., Cherryvale and Wellington, 113.74 m.; c. p. 7 t. a. w., Cherryvale and Independence, 9.83 m. and 6 t. a. w., Longton and Moline, 12.64 m.; route restated. Part covered by route 154009.	15.26	123.96	14,115.12
155005	Cherryvale, Wellin- gton.	Atchison, Topeka and Santa Fe Rwy. Co.	101.14	5,925	20.40	apt. 14 by 9.6 t. a. w. and 27 by 9.14 t. a. w., Holiday Junction (n. o.) and Ottawa, 45.04 m., and 12 by 8.6 t. a. w., thence to Burlington, 45.65 m.; c. p., 7 t. a. w., Holiday Junction (n. o.) to Ottawa, 45.04 m.; 6 t. a. w., thence to Burlington, 45.65 m., and 12 t. a. w., thence to Gridley, 10.45 m.; route restated. Covers route 155009.	17.12	180.41	13,246.66
155006	Holiday Junction (n. o.), Gridley.	St. Joseph and Grand Island Rwy. Co.	227.02 25.06 252.10	2,331	22.38	(Apt. 25 by 9.14 t. a. w., St. Joseph, Mo., and Grand Island, Nebr., 252.10 m.; c. p. 6 out, Hanover, Kans., to Fairfield, Nebr., 80.72 m., Land grant, St. Joseph, Mo., to Hastings, Nebr., 27.02 m.)	14.96 133.33	103.70 27,568.20	
155007	St. Joseph, Mo., Hast- ings, Nebr.; Grand Is- land, Nebr.								

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
155008	KANSAS—continued. Kansas City, Mo., Joplin, Mo.	St. Louis and San Francisco R. R. Co.	Miles 175.65	Pounds 9,774	28.29	F. P. O. auth. 11, 40 ft. Kansas City, Mo., and Fort Scott, Kans., 98.55 m.; cars run: 31 by 9, 7 t. a. w., Kansas City, Mo., and Fort Scott, Kans., 98.55 m.; apt 30 by 9, 7 t. a. w., and 25 by 9, 7 t. a. w., Kansas City, Mo., and Olathe, Kans., 20.38 m.; 30 by 9, 7 t. a. w., and 25 by 9, 7 t. a. w., thence to Fort Scott, 77.97 m.; 30 by 9, 7 t. a. w., and 24 by 9, 7 t. a. w., thence to Girard, 26.10 m.; 30 by 9, 7 t. a. w., and 24 by 9, 7 t. a. w., thence to Collins, 11.20 m.; 30 by 9, 7 t. a. w., and 24 by 9, 7 t. a. w., thence to Columbus, 11.90 m.; 30 by 9, 21 t. a. w., and 24 by 9, 7 t. a. w., thence to Baxter Springs, Kans., 11.50 m.; 16.40 m.; c. p. 14 a. w., and 24 by 9, 7 t. a. w., thence to Joplin, Mo., 6.30 m.; c. p. 14 a. w., and 24 by 9, 7 t. a. w., thence to Girard, 26.10 m.; 6 t. a. w., thence to Benlah, 4.90 m.; 0 thence to Mackie Station, 6 t. a. w., thence to t. a. w., thence to Baxter Springs, 23.40 m.; 14 out, 21 in, thence to Galena, Kans., 7.40 m.; and 28 a. w., thence to Joplin, Mo., 9 m.; R. P. O. car pay \$2,463.75 per annum, \$25 per mile for 98.55 m.; route apt 17 by 9, 7 t. a. w., Junction City and Parsons, 156.75 m.; c. p. 6 out, Junction City to White City, 19.66 m., and 6 t. a. w., thence to Council Grove, 17.66 m.; all land grant. F. P. O. auth. 21, 60 ft., Kansas City, Mo., and Newton, Kans., 200.60 m.; 21, 60 ft., Newton and Hutchinson, 33.08 m.; 11, 60 ft., Hutchinson and Kinsley, 98.30 m., and 21, 60 ft., Kinsley, Kans., and La Junta, Colo., 238.47 m.; cars run: 60 by 9, 21 t. a. w., Kansas City, Mo., and Newton, Kans., 200.60 m.; 60 by 9, 14 t. a. w., thence to Hutchinson, 33.08 m., (60 by 9, 7 t. a. w., Hutchinson and Kinsley, Kans., 98.30 m.; diverted from route 155062), and 60 by 9, 14 t. a. w., Kinsley, Kans., and La Junta, Colo., 238.47 m.; apt. 30 by 9, 7 out, 14 in: 27 by 9, 14 t. a. w., and 14 by 9, 6 t. a. w., Kansas City, Mo., and Holliday, Kans., 13.24 m.; 30 by 9, 7 out, 14 in, thence to Newton, 187.26 m.; 14 t. a. w., thence to Hutchinson, 33.08 m.; 13 t. a. w., thence to Larned, 73.69 m., and 7 t. a. w., thence to Dodge City, 60.67 m.; c. p. 28 out, 14 in, Kansas City, Mo., and Argentine, Kans., 4.56 m.; 21 out, 7 in, thence to Holliday, 8.78 m.; 14 out, 7 in,	30.78	Dollars. 221.45	Dollars. 38,597.09
155009	Junction City, Parsons.	Missouri, Kansas and Texas Rwy. Co.	157.83	685	22.50	apt 17 by 9, 7 t. a. w., Junction City and Parsons, 156.75 m.; c. p. 6 out, Junction City to White City, 19.66 m., and 6 t. a. w., thence to Council Grove, 17.66 m.; all land grant. F. P. O. auth. 21, 60 ft., Kansas City, Mo., and Newton, Kans., 200.60 m.; 21, 60 ft., Newton and Hutchinson, 33.08 m.; 11, 60 ft., Hutchinson and Kinsley, 98.30 m., and 21, 60 ft., Kinsley, Kans., and La Junta, Colo., 238.47 m.; cars run: 60 by 9, 21 t. a. w., Kansas City, Mo., and Newton, Kans., 200.60 m.; 60 by 9, 14 t. a. w., thence to Hutchinson, 33.08 m., (60 by 9, 7 t. a. w., Hutchinson and Kinsley, Kans., 98.30 m.; diverted from route 155062), and 60 by 9, 14 t. a. w., Kinsley, Kans., and La Junta, Colo., 238.47 m.; apt. 30 by 9, 7 out, 14 in: 27 by 9, 14 t. a. w., and 14 by 9, 6 t. a. w., Kansas City, Mo., and Holliday, Kans., 13.24 m.; 30 by 9, 7 out, 14 in, thence to Newton, 187.26 m.; 14 t. a. w., thence to Hutchinson, 33.08 m.; 13 t. a. w., thence to Larned, 73.69 m., and 7 t. a. w., thence to Dodge City, 60.67 m.; c. p. 28 out, 14 in, Kansas City, Mo., and Argentine, Kans., 4.56 m.; 21 out, 7 in, thence to Holliday, 8.78 m.; 14 out, 7 in,	8.04	57.45	9,088.60
155010	(Kansas City, Mo., Topeka, Kans., State line (n. o.). State line (n. o.), La Junta, Colo.	Atchison, Topeka and Santa Fe Rwy. Co.	66.46 420.04 84.14 670.64	81,129 32.65			27.56	449.78 359.78 449.78	218,861.82

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and terminl.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
	KANSAS—continued.		Miles.	Pounds.				Dollars.	Dollars.
155023	Emporia, Moine	Atchison, Topeka and Santa Fe Rwy. Co.	84.41	441	16.47	apt. 12 by 7, 6 t. a. w., and 12 by 8, 6 t. a. w., Emporia and Madison, 20.15 m.; and 12 by 6 t. a. w., thence to Moline, 64.12 m.; c. p. 6 t. a. w., Emporia and Moline, 64.26 m.	12	58.85	5,061.93
155024	Cherryvale, Arcadia	St. Louis and San Francisco R. R. Co.	73.97	508	20.50	apt. 14 by 9, 7 t. a. w., Cherryvale and Weir City Junction, 44.50 m.; 14 by 9, 7 t. a. w., and 24 by 7, 6 t. a. w., thence to Pittsburg, 7 m., and 14 by 9, 7 t. a. w., thence to Pittsburg, 7 m.; c. p. 14 t. a. w., Weir City Junction and Pittsburg, 7 m.	8.98	64.12	4,742.95
155025	Solomon, Beloit	Union Pacific R. R. Co.	57.93	800	17.57	apt. 15 by 8, 6 t. a. w., and 15 by 7, 6 t. a. w., Solomon and Beloit, 57.36 m.	12	76.95	4,457.71
155026	Atchison, Topeka	Atchison, Topeka and Santa Fe Rwy. Co.	51.08	2,580	19.44	apt. 21 by 8, 14 t. a. w., Atchison and Topeka, 50.54 m.; all land grant.	14	108.76	5,555.46
155027	Yuma (n. o.), War-wick	Central Branch Rwy. Co.	30.68	142	12.24	apt. 13 by 7, 6 t. a. w., Yuma (n. o.) and Warwick, 30.59 m.	6	42.75	1,311.57
155028	Salina, McPherson	Union Pacific R. R. Co.	36.56	254	19.40	apt. 12 by 7, 12 t. a. w., Salina and McPherson, 35.47 m.	12	46.17	1,637.97
155029	Downs, Alton	Central Branch Rwy. Co.	23.79	562	16.20	apt. 22 by 9, 7 t. a. w., Downs and Alton, 23.30 m.; c. p. 6 t. a. w., Downs and Alton, 23.79 m.	13	65.84	1,566.33
155030	Florence, Ellinwood	Atchison, Topeka and Santa Fe Rwy. Co.	99.19	679	24.05	apt. 13 by 9, 7 t. a. w., Florence and Ellinwood, 98.72 m.	7	70.97	7,039.51
155031	Oswatimie, Dearing	Missouri Pacific Rwy. Co.	131.86	3,525	27.06	apt. 20 by 9, 7 t. a. w., and 30 by 9, 7 t. a. w., Oswatimie and Yates Center, 67.41 m., and 20 by 9, 7 t. a. w., and 49 by 9, 7 t. a. w.; thence to Dearing, 64.28 m. Route restated covers route 155033.	14	140.62	19,728.89
155032	Jamestown, Burroak	Central Branch Rwy. Co.	33.82	301	16.56	apt. 8 by 7, 12 t. a. w., Jamestown and Burroak, 33.40 m.	12	49.59	1,677.13
155033	Vacant	Atchison, Topeka and Santa Fe Rwy. Co.	34.81	198	15.28	Covered by route 155091. no apt. c. p., 6 t. a. w., Burlingame and Alma, 34.81 m.	6	42.75	1,488.12
155034	Burlingame, Alma	Atchison, Topeka and Santa Fe Rwy. Co.	39.01	2,035	21.34	apt. 30 by 9, 14 t. a. w., Mulvane and Wellington, 17.90 m.; c. p. 6 t. a. w., Augusta and Mulvane, 21.11 m. Route restated.	9.67	128.25	5,003.08
155035	Augusta, Wellington	do	243.89	2,183	23.04	apt. 30 by 9, 7 t. a. w., and 23 by 7, 7 t. a. w., Fort Scott and Yates Center, 50.56 m.; 30 by 9, 14 t. a. w., thence to Wichita, 98.08 m.; 20 by 9, 7 t. a. w., 19 by 9, 7 t. a. w., and 16 by 7, 7 t. a. w.; thence to Conway Springs, 27.80 m., 19 by 9, 7 t. a. w. and 16 by 7, 7 t. a. w., thence to Kiowa, 57.97 m.	14.77	130.82	31,906.68
155036	Fort Scott, Kiowa	Kansas and Colorado Pacific Rwy. Co.							
155037	Vacant								

155038	Leavenworth and Meriden Junction (n. o.)	Leavenworth and Topeka Rwy. Co.	45.88	160	16.99	apt. 9 by 7, 6 t. a. w., Leavenworth and Meriden Junction (n. o.), 45.88 m.	6	42.75	1,963.50
155039	Pittsburg, Longton	Atchison, Topeka and Santa Fe Rwy. Co.	99.02	206	20.80	apt. 12 by 7, 7 t. a. w., Pittsburg and Chanute, 54.08 m., and 14 by 7, 6 t. a. w., thence to Longton, 44.34 m.; c. p. 7 t. a. w., Pittsburg and Chanute, 54.08 m., and 7 out, thence to Vias, 8.18 m.	10.62	42.75	4,283.10
155040	(Atchison, Kans., Gilmore Junction (n. o.)) (Gilmore Junction (n. o.)), Omaha, Nebr.	Missouri Pacific Rwy. Co.	$\left\{ \begin{array}{l} 142.78 \\ 8.22 \\ 151.00 \end{array} \right\}$	3,378	36.73	(apt. 26 by 9, 7 t. a. w., and 30 by 9, 7 t. a. w., Atchison, Kans., and Nebraska City, Nebr., 105.16 m.; 16 by 9, 6 t. a. w., and 26 by 9, 7 t. a. w., and 30 by 9, 7 t. a. w., thence to Union, 11.40 m., and 26 by 9, 7 t. a. w., and 30 by 9, 7 t. a. w., thence to Omaha, Nebr., 33.89 m.; c. p. 6 t. a. w., Atchison and Hiawatha, Kans., 40.05 m.; 0 thence to Nebraska City, Nebr., 65.66 m., and 1 out, 7 in, thence to Union, Nebr., 11.40 m.; lap service, Gilmore Junction (n. o.) and Omaha, Nebr., 8.22 m., over route 157001; route restated. Covers routes 157048 and 157075; apt. 14 by 9, 6 t. a. w., Ottawa and Emporia, 56.34 m.; c. p. 7 out, Ottawa and Emporia, 56.34 m.	$\left\{ \begin{array}{l} 16.84 \\ 38.91 \end{array} \right\}$	$\left\{ \begin{array}{l} 21,292.40 \\ 21,292.40 \end{array} \right\}$	
155041	Ottawa, Emporia	Atchison, Topeka and Santa Fe Rwy. Co.	56.34	6,353	29.40	apt. 19 by 9, 6 t. a. w., Wichita and Pratt, 79.66 m.; c. p. 3 out, Wichita and Emporia, 56.34 m.	9.50	196.48	10,404.87
155042	Wichita, Pratt	do	80.21	398	19.26	apt. 24 by 9, 7 t. a. w., and 14 by 9, 14 t. a. w., Weir City Junction (n. o.) and Weir City, 3.70 m., and 24 by 9, 7 t. a. w., thence to Mackie Station (n. o.), 3.30 m.; c. p. 14 t. a. w., Weir City Junction (n. o.) and Mackie Station (n. o.), 7 m.	7.50	56.43	4,526.25
155043	Weir City Junction (n. o.), Mackie Station (n. o.)	St. Louis and San Francisco R. R. Co.	7	950	17.30	apt. 15 by 9, 6 t. a. w., Lawrenceburg (n. o.) and Belleville, 16.99 m.; c. p. 6 out, Lawrenceburg (n. o.) to Belleville, 17.34 m.	28.40	82.94	580.58
155044	Lawrenceburg (n. o.), Belleville	Union Pacific R. R. Co.	17.34	170	26.94	apt. 19 by 8, 6 t. a. w., Butler, Mo., and Madison, 108.16 m.	9	42.75	741.28
155045	Butler, Mo., Madison, Kans.	Kansas and Colorado Pacific Rwy. Co.	109.16	250	12.52	no apt.; c. p. 12 t. a. w., Attica and Medicine Lodge, 21.58 m.	6	46.17	5,089.91
155046	Eldorado, McPherson	do	62.82	197	13.98	apt. 14 by 7, 6 t. a. w., Eldorado and McPherson, 61.60 m.	6	42.75	2,664.18
155047	Alton, Stockton	Rooks County R. R. Co.	19.06	304	20.83	apt. 22 by 9, 7 t. a. w., Alton and Stockton, 18.30 m.; c. p. 6 t. a. w., Alton and Stockton, 19.05 m.	13	49.59	944.68
155048	Attica, Medicine Lodge	Atchison, Topeka and Santa Fe Rwy. Co.	21.58	300	20.31	no apt.; c. p. 12 t. a. w., Attica and Medicine Lodge, 21.58 m.	12	49.59	1,070.15
155049	Beaumont, Kans., Blackwell, Okla.	St. Louis and San Francisco R. R. Co.	80.10	495	24.52	apt. 12 by 7, 7 t. a. w., Beaumont, Kans., and Blackwell, Okla., 79.89 m.; route restated covers route 154010.	7	83.27	5,087.92
155050	Arkansas City, Anthony	Kansas Southwestern Rwy. Co.	61.27	285	19.90	apt. 12 by 7, 7 t. a. w., Arkansas City and Anthony, 60.37 m.; c. p. 6 t. a. w., Caldwell and Anthony, 26.91 m.	9.68	48.74	2,986.29
155051	Wichita, Geneseo	Kansas and Colorado Pacific Rwy. Co.	88.12	1,068	26.56	apt. 30 by 9, 14 t. a. w., Wichita and Geneseo, 87.98 m.	14	87.21	7,694.94
155052	Hutchinson, Kinsley	Atchison, Topeka and Santa Fe Rwy. Co.	84.48	28,947	32	r. p. o. auth.; 1 l. 60 ft., Hutchinson and Kinsley, 84.03 m.; cars run 60 by 9, 14 t. a. w., Hutchinson and Kinsley, 84.03 m.; (1 l. 60 ft. diverted to route 135010; apt. 12 by 8, 6 t. a. w., Hutchinson and Kinsley, 84.03 m.; c. p. 7 out, Hutchinson to Kinsley, 84.48 m.; r. p. o. car pay \$4,201.50 per annum, \$50 per m. for 84.03 m.)	23.50	426.65	36,043.39
155053	Independence, Cedarvale	do	55.06	399	16.88	apt. 12 by 7, 13 t. a. w., Independence and Niotaze, 21.01 m., and 7 t. a. w., thence to Cedarvale, 33.51 m.; c. p. 6 t. a. w., Niotaze and Cedarvale, 34.06 m.	13	56.43	3,107.08
155054	(Kansas City, Mo., Belt Junction (n. o.)) (Belt Junction (n. o.)), Grandview, Mo., St. Joann Springs, Ark.	Kansas City Southern Rwy. Co.	$\left\{ \begin{array}{l} 12 \\ 11.56 \\ 206.45 \end{array} \right\}$	4,111	24.54	(apt. 30 by 9, 14 t. a. w., Kansas City, Mo., and Sloom Springs, Ark., 229.34 m.; c. p. 6 out, Joplin to Neosho, Mo., 19.35 m.; lap service, Belt Junction (n. o.) and Grandview, Mo., 11.56 m., over route 145053; formerly part of route 138011.)	$\left\{ \begin{array}{l} 158.18 \\ 14.25 \\ 158.18 \end{array} \right\}$	$\left\{ \begin{array}{l} 85,245.68 \\ 85,245.68 \end{array} \right\}$	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
KANSAS—continued.									
155065	Quenemo, Oage City.	Atchison, Topeka and Santa Fe Rwy. Co.	20.76	127	18	no apt. c. p. 12 t. a. w., Quenemo and Oage City, 20.76 m	12	42.75	587.49
155066	Chetopa, Larned.....	Kansas and Colorado Pacific Rwy. Co.	278.62	574	18.99	apt. 20 by 9, 7 t. a. w., Chetopa and Coffeyville, 30.51 m.; 20 by 9, 14 t. a. w., and 49 by 9, 7 t. a. w., thence to Deering, 5.41 m.; 20 by 9, 7 t. a. w., thence to Kinney, 13.36 m.; 20 by 9, 7 t. a. w., and 12 by 7, 20 t. a. w., thence to Niagara, 9.69 m.; 20 by 9, 7 t. a. w., thence to Peru Junction, 6.37 m.; 20 by 9, 7 t. a. w., and 16 by 7, 7 t. a. w., thence to Sedan, 4.75 m.; 20 by 9, 7 t. a. w., thence to Conway Springs, 99.84 m., and 16 by 7, 6 t. a. w., thence to Larned, 106.17 m.; c. p. out, Deering to Coffey, 13.36 m. and 14 by 9, 6 t. a. w., Salina and Plainville, 103.61 m., and 21 by 9, 6 t. a. w., thence to Oakley, 121.62 m.	7.55	66.69	18,247.71
155067	Salina, Oakley.....	Union Pacific R. R. Co.	226.04	817	19	apt. 21 by 9, 6 t. a. w., and 14 by 9, 6 t. a. w., Salina and Plainville, 103.61 m., and 21 by 9, 6 t. a. w., thence to Oakley, 121.62 m.	8.72	76.96	17,993.77
155068	Vacant	Atchison, Topeka and Santa Fe Rwy. Co.	121.31	231	26.70	apt. 19 by 8, 6 t. a. w., Greatbend and Scott, 120.03 m	6	44.46	5,993.44
155069	Greatbend, Scott	Kansas and Colorado Pacific Rwy. Co.	180.42	263	13.22	apt. 16 by 7, 6 t. a. w., Topeka and Fort Scott, 130.42 m	6	47.08	6,133.65
155070	Topeka, Fort Scott	Atchison, Topeka and Santa Fe Rwy. Co.	46.80	154	15.93	no apt.; c. p. 6 t. a. w., Larned and Jetmore, 46.80 m	6	42.75	2,000.70
155061	Larned, Jetmore.....					Covered by route 155081.			
155062	Vacant	Atchison, Topeka and Santa Fe Rwy. Co.	26.48	97	18.17	no apt.; c. p. 6 t. a. w., Little River and Holyrood, 26.48 m	6	42.75	1,132.02
155063	Vacant								
155064	Vacant								
155065	Little River, Holyrood.								
155066	Vacant								
155067	Ottawa, Kana., Town-er, Colo.	Kansas and Colorado Pacific Rwy. Co.	407.41	2,980	31.46	apt. 30 by 9, 14 t. a. w., Ottawa and Gypsum, 124.37 m.; 7 t. a. w., thence to Salina, 16.11 m.; 14 t. a. w., thence to Marquette, 25.86 m.; 21 t. a. w., thence to Geneseo, 18.90 m.; 14 t. a. w., thence to Holyrood, 34.24 m., and 7 t. a. w., thence to Towner, 187.84 m.; c. p. 7 t. a. w., Holyrood and Towner, 187.84 m.; apt. 19 by 9, 6 t. a. w., Mulvane and Englewood, 136.26 m	14.04	141.06	57,477.40
155068	Mulvane, Englewood.	Atchison, Topeka and Santa Fe Rwy. Co.	167.15	500	12	apt. 12 by 9, 6 t. a. w., Benedict and Madison, 46.91 m	6	64.12	10,717.65
155069	Benedict, Madison .....	.....do	46.22	174	11.68		6	42.75	1,975.90
155070	Vacant								

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
	KANSAS—continued.		Miles.	Pounds.				Dollars.	Dollars.
155087	Wichita, Ellsworth...	St. Louis and San Francisco R. R. Co.	106.23	406	21.52	apt. 30 by 9, 7 t. a. w., Wichita and Ellsworth, 104.75 m.....	7	57.29	6,028.62
155088	Manchester, Kans., Superior, Nebr.	Atchison, Topeka and Santa Fe Rwy. Co.	81.87	368	15.70	apt. 21 by 9, 6 t. a. w., Manchester, Kans., and Superior, Nebr., 80.96 m.; c. p. 6 t. a. w., Miltonvale, Kans., and Superior, Nebr., 60.94 m.; r. p. o. authorized, 11, 40 ft., Belleville and McFarland, 104.19 m.; cars run, 50 by 9, 7 t. a. w., Belleville and McFarland, 104.19 m.; apt. 30 by 9, 7 t. a. w., and 23 by 9, 7 t. a. w., Belleville and McFarland, 104.19 m.	10.49	53.87	4,988.40
155089	Belleville, McFarland	Chicago, Rock Island and Pacific Rwy. Co.	104.92	13,414	34.32	apt. 30 by 9, 7 t. a. w., and 23 by 9, 7 t. a. w., Belleville and McFarland, 104.19 m.	21	260.78	27,361.03
155090	Vacant.	Missouri Pacific Rwy. Co.	81.69	9,258	23.11	apt. 30 by 9, 21 t. a. w., and 20 by 9, 7 t. a. w., Kansas City, Mo., and Oswatimile, Kans., 60.75 m., and 30 by 9, 14 t. a. w., thence to Ottawa, 20.94 m. Route restated covers part of route 155081 and all of route 155083.	24.41	216.32	17,671.18
155091	Kansas City, Mo., Ottawa, Kans.					no apt.; c. p. 12 t. a. w., Bucklin and Dodge City, 26.88 m.....			
155092	Bucklin, Dodge City..	Chicago, Rock Island and Pacific Rwy. Co.	26.88	220	23.54	no apt.; c. p. 7 t. a. w., Dexter and Arkansas City, 26.31 m.....	12	43.61	1,172.23
155093	Dexter, Arkansas City.	Kansas and Colorado Pacific Rwy. Co.	26.31	182	17.33	no apt.; c. p. 7 t. a. w., Warwick, Kans., and Prosser, Nebr., 72.39 m....	7	42.75	1,124.75
155094	Warwick, Kans., Prosser, Nebr.	Pacific Rwy. Co. in Nebraska.	72.61	122	16.13	apt. 13 by 7, 6 t. a. w., Warwick, Kans., and Prosser, Nebr., 72.39 m....	6	42.75	3,104.07
155095	Gypsum, Marquette..	Kansas and Colorado Pacific Rwy. Co.	27.51	1,605	27.60	apt. 30 by 9, 7 t. a. w., Gypsum and Marquette, 26.86 m.; c. p. 7 t. a. w., Gypsum and Marquette, 27.51 m.	14	111.15	8,057.73
155096	Herington, Salina....	Chicago, Rock Island and Pacific Rwy. Co.	49.92	136	29.40	apt. 15 by 9, 7 t. a. w., Herington and Salina, 49.01 m.....	7	42.75	2,184.08
155097	Vacant.								
155098	Menager Junction (n. o.), Leavenworth	Kansas City North-western R. R. Co.	12.53	214	18.30	no apt.; c. p. 13 t. a. w., Menager Junction (n. o.) and Leavenworth Station (n. o.), 12.53 m.	13	43.61	546.43
155099	Kansas City, Mo., North Topeka Station (n. o.), Kans.	Chicago, Rock Island and Pacific Rwy. Co.	67.85	34,275	36.45	r. p. o. authorized, 31, 40 ft., Kansas City, Mo., and North Topeka Station (n. o.), Kans., 67.35 m. Cars run: 50 by 9, 14 t. a. w., and 60 by 9, 7 t. a. w., Kansas City, Mo., and North Topeka Station (n. o.), Kans., 67.35 m.; apt. 30 by 9, 20 t. a. w., Kansas City, Mo., and North Topeka Station (n. o.), Kans., 67.35 m. Lap service over route 155001: r. p. o. car pay, \$5,061.25 per annum, \$75 per mile for 67.35 m. Covered by route 155006.	34	366.79	24,703.30
155101	Vacant.								

155102	Fort Scott, Cornell Station (n. o.).	Missouri Pacific Rwy. Co.	29.66	139	11.49	no apt.; c. p. 6 t. a. w., Fort Scott and Cornell Station (n. o.), 29.66 m.	6	42.75	1,267.96
155103	Potter, Wilder Station (n. o.).	Atchison, Topeka and Santa Fe Rwy. Co.	39.84	52	17.10	no apt.; c. p. 6 t. a. w., Potter and Leavenworth, 17.69 m. and 6 in; thence to Wilder Station (n. o.), 22.25 m.	4.82	42.75	1,703.16
155104	Abilene, Salina, Leavenworth, Men- ger Junction (n. o.).	do	23.23	115	25.49	no apt.; c. p. 6 t. a. w., Abilene and Salina, 23.23 m.	6	42.75	993.08
155105	Kans. Manager Junction (n. o.).	Chicago Great West- ern Rwy. Co.	13.28 20.06 33.34	1,227	14.90	apt. 13 by 9 t. a. w., Leavenworth, Kans., and Kansas City, Mo., 33.34 m.; c. p. 14 t. a. w., Leavenworth, Kans., and Kansas City, Mo., 33.34 m.; Lap service, Leavenworth and Manager Junction (n. o.), Kans., 13.28 m., over route 155099, and Manager Junction (n. o.), Kans., and Kansas City, Mo., 20.06 m., over route 155079.	21 { 60.70 51.90 }		1,885.16
155106	Meriden Junction (n. o.).	Leavenworth and To- peka Rwy. Co.	10.19	198	17.50	apt. 9 by 7 t. a. w., Meriden Junction (n. o.), and Topeka, 10.19 m.	6	2.04	20.78
	NEBRASKA.					Lap service over route 155026, which is land grant.			
157001	Union Pacific Trans- fer (n. o.), Iowa, Ogden, Utah.	Union Pacific R. R. Co.	1003.12	94,832	33.80	r. p. o. authorized, 4 l. 60 ft., 2 half 1.40 ft., U. P. Transfer (n. o.), Iowa and Cheyenne, Wyo., 518.41 m.; 3 l. 60 ft., thence to Granger, Wyo., 338.13 m.; 2 l. 60 ft., thence to Ogden, Utah, 146.08 m.; r. p. o. run, 4 l. 60 ft., 2 half 1.40 ft. (out) U. P. Transfer (n. o.) and Cheyenne, 518.41 m.; 3 l. 60 ft., thence to Granger, 338.13 m.; 2 l. 60 ft., thence to Ogden, 146.08 m.; apt. 17 by 9 t. a. w., U. P. Transfer (n. o.) and Valley, 36.90 m.; c. p. 102 out, 130 in, U. P. Transfer (n. o.) and Omaha, 2.76 m.; 6 out, 7 in, thence to South Omaha, 3.63 m., 0 t. a. w.; thence to Cheyenne, 512.02 m., 7 t. a. w.; thence to Ogden, 484.71 m.; r. p. o. pay \$181,969.75 per annum, \$225 per mile for 518.41 m., \$150 per mile for 338.13 m., \$100 per mile for 146.08 m.	26.72	1,132.02	1,135,551.90
157002	Omaha, Nebr., Den- ver, Colo.	Chicago, Burlington and Quincy Rwy. Co.	538.83	19,437	25.54	r. p. o. authorized, 1 l. 60 ft., 1 l. 50 ft., Omaha and McCook, Nebr., 283.30 m.; 1 l. 60 ft., 1 l. 40 ft.; thence to Denver, Colo., 254.90 m.; r. p. o. run, 51.4 by 9.4, 14 out, 7 in; 60 by 9.4, 7 in, Omaha and Ash- land, 30.60 m.; 51.4 by 9.4, 14 out, 7 in; 60 by 9.4, 14 out, 7 in; thence to Denver, 507.60 m.; apt. 29 by 9, 7 out, 28.8 by 9, 7 in; 18.11 by 8.11, 6 out, 27.8 by 8.10, 6 in, Omaha and Lincoln, 64.80 m.; 29.9 by 9, 7 out, 29.8 by 9, 7 in, 21 by 9, 6 t. a. w.; 20.11 by 9, 7 out, 14.11 by 9, 7 in; thence to Crete, 20.10 m., 29.9 by 9.7, 7 out, 28.8 by 9, 7 in; thence to Hastings, 76.80 m., 29.9 by 9, 7 out, 28.8 by 9, 7 in; 6 t. a. w.; thence to Kenesaw, 14.40 m., 29.9 by 9, 7 out, 28.8 by 9, 7 in; thence to Oxford Junction (n. o.), 60.90 m., 29.9 by 9, 7 out, 29.8 by 9, 7 in, 21 by 9, 7 t. a. w., 27.1 by 8.11, 7 t. a. w.; thence to McCook, Oxford, 2.20 m., 29.9 by 9, 7 out, 29.8 by 9, 7 in; thence to Culbertson, 11 m.; c. p. 7 54.10 m., 10.6 by 7.2, 6 t. a. w.; thence to Culbertson, 11 m.; c. p. 7 out, 0 in, Omaha and Ashland, 30.60 m., 14 out, 0 in; thence to Lin- coln, 21.20 m., 0 t. a. w.; thence to Oxford Junction (n. o.), 172.20 m., 6 out, 0 in; thence to Oxford, 2.20 m., 7 t. a. w.; thence to McCook, 54.10 m., 14 t. a. w.; thence to Hoigler, 72.80 m., 7 t. a. w.; thence to Brush, 94.10 m., 14 t. a. w.; thence to Denver, 88.63 m.; r. p. o. pay \$44,614.50 per annum, \$90 per mile for 283.30 m., \$75 per mile for 254.90 m.	25.54	324.90	175,065.86

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route. Miles.	Average weight of mail carried per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile for trans- portation. Dollars.	Annual rate of pay for transportation. Dollars.
NEBRASKA—cont'd.									
157003	Omaha, Nebr., Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	123.58	3,501	30.20	r. p. o. authorized, 11.40 ft., Omaha and Sioux City, 123.40 m.; r. p. o. run, 44.5 by 9.4, 13 t. a. w., Omaha and Sioux City, 123.40 m.; c. p. 6 t. a. w., Omaha and Pender, 81.90 m.; 7 out, 6 in, thence to Emerson, 12.50 m.; 7 t. a. w., thence to Coburn Junction (n. o.), 16.80 m.; 19 t. a. w., thence to Sioux City, 12.68 m.; r. p. o. pay, \$3,085 per annum, \$25 per mile for 123.40 m. r. p. o. authorized, 11.60 ft., Orecopolis Junction (n. o.) and Omaha, 16.60 m.; r. p. o. run, 60 by 9.4, 14 out, 7 in, Omaha and Orecopolis Junction (n. o.), 16.60 m.; apt. 18.11 by 8.11, 7 out, 27.8 by 8.10, 7 in, Omaha and Orecopolis Junction (n. o.), 16.60 m.; c. p. 14 t. a. w., Omaha and Orecopolis Junction (n. o.), 16.60 m.; r. p. o. pay \$830 per annum, \$50 per mile for 16.60 m. apt. 20.11 by 9.6 t. a. w., Nebraska City and Lincoln, 57.70 m. apt. 21 by 9.6, 6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, Crete and Dewitt, 17.50 m., 21 by 9.6, 6 t. a. w., 20.11 by 9.7, 7 out, 14.11 by 9.2, 7 in, 16.2 by 9.6 t. a. w., thence to Bearville, 12.50 m., 21 by 9.6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, thence to Wymore, 11.70 m. Route restated. c. p. 12 t. a. w., Coburn Junction (n. o.) and Newcastle, 26.74 m.	20.51	149.62	18,542.40
157004	Omaha, Orecopolis Junction (n. o.).	Chicago, Burlington and Quincy Rwy. Co.	16.60	28,220	84	apt. 20.11 by 9.6 t. a. w., Nebraska City and Lincoln, 57.70 m. apt. 21 by 9.6, 6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, Crete and Dewitt, 17.50 m., 21 by 9.6, 6 t. a. w., 20.11 by 9.7, 7 out, 14.11 by 9.2, 7 in, 16.2 by 9.6 t. a. w., thence to Bearville, 12.50 m., 21 by 9.6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, thence to Wymore, 11.70 m. Route restated. c. p. 12 t. a. w., Coburn Junction (n. o.) and Newcastle, 26.74 m.	28	385.09	6,060.49
157005	Nebraska City, Lincoln.	do.	58.21	601	25.70	apt. 20.11 by 9.6 t. a. w., Nebraska City and Lincoln, 57.70 m. apt. 21 by 9.6, 6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, Crete and Dewitt, 17.50 m., 21 by 9.6, 6 t. a. w., 20.11 by 9.7, 7 out, 14.11 by 9.2, 7 in, 16.2 by 9.6 t. a. w., thence to Bearville, 12.50 m., 21 by 9.6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, thence to Wymore, 11.70 m. Route restated. c. p. 12 t. a. w., Coburn Junction (n. o.) and Newcastle, 26.74 m.	6	68.40	3,981.56
157006	Crete, Wymore.	do.	42.12	2,048	28.10	apt. 20.11 by 9.6 t. a. w., Nebraska City and Lincoln, 57.70 m. apt. 21 by 9.6, 6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, Crete and Dewitt, 17.50 m., 21 by 9.6, 6 t. a. w., 20.11 by 9.7, 7 out, 14.11 by 9.2, 7 in, 16.2 by 9.6 t. a. w., thence to Bearville, 12.50 m., 21 by 9.6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, thence to Wymore, 11.70 m. Route restated. c. p. 12 t. a. w., Coburn Junction (n. o.) and Newcastle, 26.74 m.	14.65	128.25	5,401.89
157007	Coburn Junction (n. o.), Newcastle.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	26.74	348	17.80	apt. 20.11 by 9.6 t. a. w., Nebraska City and Lincoln, 57.70 m. apt. 21 by 9.6, 6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, Crete and Dewitt, 17.50 m., 21 by 9.6, 6 t. a. w., 20.11 by 9.7, 7 out, 14.11 by 9.2, 7 in, 16.2 by 9.6 t. a. w., thence to Bearville, 12.50 m., 21 by 9.6 t. a. w., 20.11 by 9.7 out, 14.11 by 9.2, 7 in, thence to Wymore, 11.70 m. Route restated. c. p. 12 t. a. w., Coburn Junction (n. o.) and Newcastle, 26.74 m.	12	53.01	1,417.48
157008	Valparaiso, Stromsburg.	Chicago, St. Paul, Minneapolis and Union Pacific R. R. Co.	53.38	657	25.60	apt. 15 by 6.6, 6 t. a. w., Valparaiso and Stromsburg, 52.89 m.; c. p. 1 out, 0 in, Valparaiso and Stromsburg, 53.38 m. Route restated. r. p. o. authorized, 11.50 ft., Fremont and Longpine, Nebr., 213.35 m.; r. p. o. run, 50 by 9.3-7 out, 14 in, Fremont and Longpine, 213.35 m.; apt. 20 by 9.3, 6 t. a. w., Fremont and Norfolk Junction (n. o.), 80.61 m., no apt., thence to Longpine, 132.74 m., 17.11 by 6.10, 7 t. a. w., thence to Deadwood, 342.70 m.; c. p. 0 t. a. w., Fremont and Arabia, 233.55 m., 6 t. a. w., thence to Rushville, 121.27 m., 0 t. a. w.; thence to Rapid City, 135.60 m., 0 out, 6 in, thence to Whitehead, 36.43 m., 6 out 12 in, thence to Deadwood, 9.61 m.; r. p. o. pay, \$8,534 per annum, \$40 per m. for 213.35 m.	6.50	70.11	3,738.96
157009	Vacant.	Fremont, Elkhorn and Missouri Valley R. R. Co.	556.46	5,761	29	r. p. o. authorized, 11.50 ft., Fremont and Longpine, Nebr., 213.35 m.; r. p. o. run, 50 by 9.3-7 out, 14 in, Fremont and Longpine, 213.35 m.; apt. 20 by 9.3, 6 t. a. w., Fremont and Norfolk Junction (n. o.), 80.61 m., no apt., thence to Longpine, 132.74 m., 17.11 by 6.10, 7 t. a. w., thence to Deadwood, 342.70 m.; c. p. 0 t. a. w., Fremont and Arabia, 233.55 m., 6 t. a. w., thence to Rushville, 121.27 m., 0 t. a. w.; thence to Rapid City, 135.60 m., 0 out, 6 in, thence to Whitehead, 36.43 m., 6 out 12 in, thence to Deadwood, 9.61 m.; r. p. o. pay, \$8,534 per annum, \$40 per m. for 213.35 m.	9.52	178.70	99,439.40
157010	Fremont, Nebr., Deadwood, S. Dak.								

H.—Table showing the adjustments of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowances for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
157025	NEBRASKA—cont'd.								
	Genoa, Cedar Rapids.	Union Pacific R. R. Co.	30.80	478	24.50	apt. 12 by 6.4, 6 t. a. w., Genoa and Cedar Rapids, 30.82 m.; c. p. 6 t. a. w., Genoa and Cedar Rapids, 30.80 m.	12	62.42	1,922.53
157026	Edgar, Superior	Chicago, Burlington and Quincy Rwy. Co.	28.46	325	18.60	c. p. Edgar and Superior, 28.46 m. Route restated.....	6	51.30	1,459.99
157027	Alliance, Nebr., Guernsey.	.....do.....	129.20	642	18.50	apt. 14.4 by 9, 6 t. a. w., Alliance and Guernsey, 128.70 m.; c. p. 7 t. a. w., Alliance and Northport Junction (n. o.), 34.02 m.; 0 t. a. w., thence to Guernsey, 95.18 m.	7.84	70.11	9,068.21
157028	Odell, Nebr., Concor- dia, Kans.	.....do.....	72.34	254	28	apt. 20.11 by 9, 6 out, 14.11 by 9, 6 in, Odell and Concordia, 71.90 m.; c. p. 0 t. a. w., Odell and Haddam, 40.78 m.; 0 out, 1 in, thence to Concordia, 31.61 m.	6.21	46.17	3,899.98
157029	Hastings, Lester Junc- tion (n. o.).	.....do.....	37.00	279	13.90	c. p. 6 t. a. w., Hastings and Lester Junction (n. o.), 37 m. Route re- stated.	6	47.88	1,771.56
157030	Kenesaw, Kearney....	.....do.....	24.68	268	28	apt. 14 by 9, 6 t. a. w., Kenesaw and Kearney, 24.39 m.; c. p. 6 t. a. w., Kenesaw and Kearney, 24.68 m.	12	47.08	1,160.70
157031	Fairbury, Nelson	Chicago, Rock Island and Pacific Rwy. Co.	51.61	255	24	apt. 22 by 9.6, 6 t. a. w., Fairbury and Nelson, 51.18 m.; c. p. 6 t. a. w., Fairbury and Nelson 51.61 m. Route restated.	12	46.17	2,362.88
157032	Republican City, Nebr., Oberlin, Kans.	Chicago, Burlington and Quincy Rwy. Co.	78.78	262	26	apt. 18.1 by 8.10, 6 t. a. w., Republican City and Oberlin, 78 m.....	6	46.17	3,684.96
157033	St. Paul, Loup	Union Pacific R. R. Co.	89.61	170	17.2	apt. 17.11 by 6.10, 6 t. a. w., St. Paul and Loup, 88.95 m.; c. p. 6 t. a. w., St. Paul and Loup, 89.61 m.	12	42.76	1,693.32
157034	Vacant.					apt. 12.2 by 7.4, 6 t. a. w., Chadron and Casper, 192.90 m.....	6	71.82	13,872.08
157035	Chadron, Nebr., Cas- per, Wyo.	Fremont, Elkhorn and Missouri Val- ley R. R. Co.	198.15	698	15.26	r. p. o. authorized 1.1 60 ft., Lincoln and Edgemont, 471.95 m.; t. p. o., run, 49.2 by 9.3, 2 t. a. w., 14 in, Lincoln and Edgemont, 471.95 m.; apt. 27.7 by 9.1, 7 t. a. w.; 21 by 9, 6 t. a. w., Lincoln and Grand Island, 92.40 m.; 27.7 by 8.1, 7 t. a. w., thence to Broken Bow, 79.50 m.; 0 t. a. w., thence to Edgemont, 300.06 m.; c. p., 6 out, 0 in, Lincoln and Grand Island, 92.40 m.; 0 t. a. w., thence to Broken Bow, 79.50 m.; 7 t. a. w., thence to Alliance, 189.40 m.; 0 t. a. w., thence to Edgemont, 110.71 m.; t. p. o. pay, \$23,567.06 per annum; \$60 per m. for 471.96 m.	14.11	267.28	136,599.08
157036	Lincoln, Nebr., Edgemont, S. Dak.	Chicago, Burlington and Quincy Rwy. Co.	472.01	15,917	29.97				

157037	Fremont, Lincoln	Fremont, Elkhorn and Missouri Valley R. R. Co.	52.26	1,564	32.50	apt. 20 by 9.3, 18 t. a. w., Fremont and Platte River (n. o.), 6.75 m., 12 t. a. w., thence to Lincoln, 45.11 m.	12.78	109.44	5,719.33
157038	Omaha, Auburn	Missouri Pacific Rwy. Co.	80.86	657	26.2	apt. 19.5 by 9, 6 t. a. w., Omaha and Talmage, 66.51 m., 19.5 by 9, 6 t. a. w., 16.4 by 6.10, 6 t. a. w., thence to Auburn, 13.78 m. Route restated.	7.02	70.11	5,699.09
157039	Plattsmouth, Ashland.	Chicago, Burlington and Quincy Rwy. Co.	30.97	18,186	42.8	r. p. o. authorized, 1 l. 60 ft., Plattsmouth and Orecopolis Junction (n. o.), 4.30 m.; r. p. o. run, 60 by 9.4, 14 out, 7 in, Plattsmouth and Orecopolis Junction (n. o.), 4.30 m., 14 out, 0 in, thence to Ashland, 26.40 m.; apt. 14 by 7.3, 6 t. a. w., 27.8 by 8.10, 7 out, 18.11 by 8.11, 7 in, Plattsmouth and Orecopolis Junction (n. o.), 4.30 m., 14 by 7.3, 6 t. a. w., thence to Ashland, 26.40 m.; c. p. 21 out, 14 in, Plattsmouth and Orecopolis Junction (n. o.), 4.57 m., 7 out, 0 in, thence to Ashland, 26.40 m.; r. p. o. pay, \$215 per annum, \$50 per m. for 4.30 m. apt. 16.4 by 8.10, 6 t. a. w., Union and Lincoln, 47.63 m.; c. p. 6 t. a. w., Union and Lincoln, 47.75 m.	16.44	311.22	9,638.48
157040	Union, Lincoln	Missouri Pacific Rwy. Co.	47.75	896	26.75	apt. 24 by 9.3, 6 t. a. w., Scribner and Oakdale, 115.20 m.; c. p. 0 t. a. w., Scribner and Albion, 82.37 m.; 6 t. a. w., thence to Oakdale, 33.20 m.	7.72	76.96	8,898.11
157041	Scribner, Oakdale	Fremont, Elkhorn and Missouri Valley R. R. Co.	115.57	802	24.6	apt. 16 by 9, 6 out, 15 by 9 (av.), 6 in, Holdrege and Sterling, 230.80 m.; c. p. 6 out, 1 in, Holdrege and Curtis, 73.08 m.; 0 t. a. w., thence to Sterling, 137.80 m.; 6 t. a. w., thence to Cheyenne, 103.76 m.	6.76	50.45	16,983.48
157042	Holdrege, Nebr., Cheyenne, Wyo.	Chicago, Burlington and Quincy Rwy. Co.	336.64	319	19.5	apt. 16.2 by 9, 6 t. a. w., Dewitt and Holdrege, 138 m.; route restated.	6	71.82	9,929.83
157043	Dewitt, Holdrege	do.	138.26	698	26	apt. 12 by 7.6, 6 t. a. w., Fairfield and Stromsburg, 65.97 m.; c. p. 12 t. a. w., Fairfield and Stromsburg, 65.32 m.	6	43.81	1,263.63
157044	Aurora, Hastings	do.	27.60	214	28.5	apt. 19.10 by 8.10, 6 out, 20 by 8.10, 6 in, Orleans and St. Francis, 133.70 m.; route restated.	12	66.71	3,963.57
157045	Fairfield, Stromsburg	do.	65.32	461	25.3		6	49.59	6,662.91
157046	Orleans, Nebr., St. Francis, Kans.	do.	134.36	306	15				
157047	Vacant	do.							
157048	Vacant	do.	109.25	471	27.3	apt. 14 by 9, 6 t. a. w., Aurora and Arcadia, 89.30 m.; c. p. 0 t. a. w., Aurora and Central City, 19.20 m.; 6 t. a. w., thence to Palmer, 16.20 m.; 0 t. a. w., thence to Arcadia; route restated.	6.88	61.56	6,725.43
157049	Aurora, Sargent	do.							
157050	Fairbury, Nebr., Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy. Co.	454.04	7,720	32.72	r. p. o. authorized, 1 l. 40 ft., Belleville and Phillipsburg, 94.44 m.; r. p. o. run, 50 by 9.4, 7 t. a. w., Belleville and Phillipsburg, 94.44 m.; apt. 22 by 9, 6 t. a. w., 23.6 by 9.4 (av.), 7 t. a. w., Fairbury and Belleville, 33.61 m.; 30 by 9, 6 t. a. w., thence to Phillipsburg, 94.44 m.; 30 by 9.6, 7 t. a. w., 30 by 9.4, 7 t. a. w., thence to Colorado Springs, 325.62 m.; c. p. 7 t. a. w., Fairbury and Belleville, 33.98 m.; 0 t. a. w., thence to Colorado Springs, 420.06 m.; r. p. o. pay, \$2,361 per annum; \$25 per m., 94.44 m.	14.43	200.07	90,889.78
157051	Omaha, Arlington	Fremont, Elkhorn and Missouri Valley R. R. Co.	28.76	4,406	23.8	apt. 20 by 9.3, 14 out, 13 in, Omaha and Arlington, 28.60 m.	13.50	162.45	4,672.66
157052	Platte River Junction (n. o.), Hastings.	do.	120.01	796	29.3	apt. 20 by 9.3, 6 t. a. w., Platte River Junction (n. o.) and Hastings, 119.61 m.	6	76.10	9,132.76
157053	Fairfield, Alma	Chicago, Burlington and Quincy Rwy. Co.	87.86	201	25	apt. 12 by 9.6, 6 out, 28.6 by 9.6, 6 in, Fairfield and Alma, 87.58 m.	6	42.75	3,765.58
157054	Fairbury, McCool Junction.	do.	50.58	170	12.6	apt. 12 by 7.6, 6 t. a. w., Fairbury and McCool Junction, 50.83 m.	6	42.75	2,162.29

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
157055	NEBRASKA—cont'd.								
	Palmer, Burwell.....	Chicago, Burlington and Quincy Rwy. Co.	69.41	375	27.8	apt. 11 by 9.8, 6 t. a. w., Palmer and Burwell, 68.90 m.; c. p. 6 t. a. w., Palmer and Greeley, 28.79 m.; 0 t. a. w., thence to Burwell, 40.62 m.	8.48	54.72	8,798.11
157056	Linwood, Superior....	Fremont, Elkhorn and Missouri Valley R. R. Co.	122.85	478	27.7	apt. 12.2 by 7.8, 6 t. a. w., Linwood and Superior, 122.30 m.....	6	62.42	7,668.29
157057	Ashland, Schuyler....	Chicago, Burlington and Quincy Rwy. Co.	50.28	247	24.7	apt. 14 by 7.3, 6 t. a. w., Ashland and Schuyler, 49.90 m.....	6	45.32	2,276.45
157058	Vacant.								
157059	Talmage, Crete	Missouri Pacific Rwy. Co.	59.20	349	13	apt. 16.4 by 6.10, 6 t. a. w., Talmage and Crete, 58.07 m.....	6	53.01	3,138.19
157060	Wayne, Bloomfield ...	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	43.08	656	20	apt. 27 by 9.2, 6 out, 29.4 by 9.2, 6 in, Wayne and Bloomfield, 42.60 m.; c. p. 6 t. a. w., Wayne and Bloomfield, 43.08 m.	12	70.11	3,020.33
157061	Vacant.								
157062	Stout City, Iowa, O'Neill, Nebr.	Willmar and Stout Falls Rwy. Co.	180.98	730	30.3	apt. 24.7 by 9.4, 6 out, 24.7 by 9.4, 6 in, Stout City and O'Neill, 180.79 m.; c. p. 6 out, 5 in, Stout City and Orchard, 108.05 m.; 6 out, 0 in, thence to O'Neill, 22.38 m.	11.06	78.53	9,630.95
157063	Kearney, Callaway ...	Union Pacific R. R. Co.	65.38	373	15.7	apt. 14.7 by 7, 6 t. a. w., Kearney and Callaway, 65.46 m.....	6	54.72	3,602.21
157064	(Union Pacific Transfer (n. o.), Iowa, Albright, Nebr., Albright, Jansen, Nebr.	Chicago, Rock Island and Pacific Rwy. Co.	7.40 104.23 111.68	3,000	27	apt. 22 by 9.6, 7 out, 25 by 9.3, 7 in, Union Pacific Transfer (n. o.) and Jansen, 111.43 m.; c. p. 85 t. a. w., Union Pacific Transfer (n. o.) and Omaha, 2.84 m.; 7 t. a. w., thence to Jansen, 108.79 m.; lap service, Union Pacific Transfer (n. o.) and Albright, 7.40 m., over route 157063.	14.71 { 81.64 141.93		15,027.49
157065	Culbertson, Imperial .	Chicago, Burlington and Quincy Rwy. Co.	49.35	328	24	apt. 10.6 by 7.2, 6 t. a. w., Culbertson and Imperial, 49 m.....	6	51.30	2,531.65
157066	Vacant.								
157067	Vacant.								
157068	Vacant.								
157069	Vacant.								
157070	Vacant.								
157071	Vacant.								
157072	Vacant.								
157073	Vacant.								

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
159020	SOUTH DAKOTA—c't'd.		207.54	2,334	28.52		9.48	182.53	27,506.27
159021	Elkton, Pierre.....	Chicago and Northwestern Rwy. Co.	70.69	98	14.10	spt. (ave.) 24 by 9.1, 13 t. a. w., Elkton and Iroquois, 69.94 m.; 19 t. a. w., thence to Huron, 18.09 m.; 6 t. a. w.; thence to Pierre, 119.14 m. spt. 17.3 by 8.1, 4 t. a. w.....	4	42.75	3,017.72
159022	Watertown, Huron....	Chicago and North-western Rwy. Co.	126.61	2,179	28.04		6	129.96	16,454.23
159023	Hawarden, Iowa, Iroquois, S. Dak.	Chicago, Burlington and Quincy Rwy. Co.	37.38	56	11.40	spt. (ave.) 24.7 by 9, 6 t. a. w.....	7	42.75	1,595.85
159024	Lead, Piedmont.....	do	107.02	913	21.40	c. p. 7 t. a. w.....	7.42	51.23	8,693.23
159025	Deadwood, Edgemont.	Fremont, Elkhorn and Missouri Val.	13.87	387	27	spt. 14.7 by 9, 7 t. a. w.; c. p. 20 out, 23 in, Deadwood and Pluma, 1.96 m.; 0 t. a. w. residue, 105.06 m.	14	55.58	770.89
159026	Buffalo Gap, Hot Springs.	Chicago, Milwaukee and St. Paul Rwy. Co.	167.47	4,621	26.70	c. p. 14 t. a. w., Buffalo Gap and Hot Springs, 13.87 m.....	10.31	165.02	27,635.89
159027	Ortonville, Minn., Bowdle.					r. p. o. run, 59.3 by 9.3; 60.3 by 9.4, 7 t. a. w., Ortonville and Aberdeen, 109.70 m.; r. p. o. authorized, 11.50 ft., Ortonville and Aberdeen, 109.70 m.; spt. (ave.) 23.6 by 8.6, 6 t. a. w., Ortonville and Aberdeen, 109.70 m.; 6 t. a. w., thence to Roseau, 31.60 m.; 0 t. a. w., thence to Bowdle, 13.20 m.; c. p. 0 t. a. w., Ortonville and Bowdle, 71.78 m.; 9 t. a. w., thence to Andover, 10 m.; 1 t. a. w., thence to Roseau, 70.40 m.; 6 t. a. w., thence to Bowdle, 15.84 m.; r. p. o. pay, \$4,388 per annum, being \$40 per mile for 109.70 m., Ortonville and Aberdeen.....	14	47.03	634.90
159028	Minnekahta, Hot Springs.	Chicago, Burlington and Quincy Rwy. Co.	13.50	266	21	c. p. 14 t. a. w., Minnekahta and Hot Springs, 13.50 m.....			
159029	Vacant.						6	61.56	1,169.64
159030	Whitewood, Belle Fourche.	Fremont, Elkhorn and Missouri Valley R. R. Co.	19	467	22	c. p. 6 t. a. w., Whitewood and Belle Fourche, 19 m.....			
159031	Vacant.						6	55.58	3,469.85
159032	Sioux Falls, Yankton.	Willmar and Sioux Falls Rwy. Co.	62.49	387	23.56	spt. 9.8 by 9.9, 6 t. a. w., Sioux Falls and Yankton, 62.43 m.....			
159032	Vacant.								

150083	Pluma, Lead	Chicago, Burlington and Quincy Rwy. Co.	1.49	867	10.70	c. p. 20 out, 26 in, Pluma and Lead, 1.49 m.	28	79.62	118.43
151001	NORTH DAKOTA. Caselton, Hope	Great Northern Rwy. Co.	40.00	208	11.73	c. p. 3 t. a. w., Caselton and Hope, 40 m.	3	42.75	1,710.00
151002	Grand Forks, Boundary Line (n. o.).	do	79.57	5,667	28.02	r. p. o. run, 50 by 9, 7 t. a. w., Grand Forks and Boundary Line (n. o.); t. p. o. authorized, 1,150 ft., 79.57 m.; t. p. o. pay, \$3,182.80 per annum, being \$40 per mile for 79.47 m.; route restated.	7	177.84	14,150.72
151003	Breckenridge, Minn., vacant.	do	227.82	1,986	22.86	apt. 25 by 9, 6 t. a. w., 227.86 m.; c. p. 6 t. a. w., Breckenridge and Washpeton, 1.06 m.; 0 t. a. w., residue, 226.74 m.	6.02	124.88	28,438.77
151004	Fargo, Edgeley	Northern Pacific Rwy. Co.	110.18	690	21.72	apt. 20.6 by 9, 6 t. a. w., Fargo and Edgeley, 109.65 m.	6	71.82	7,913.12
151005	Jamestown, Leeds	do	108.67	615	26.52	apt. 20 by 9, 6 t. a. w., Jamestown and Leeds, 108.44 m.; route restated.	6	68.40	7,483.02
151007	Sanborn, McHenry	do	62.96	339	12.84	c. p. 6 t. a. w., Sanborn and McHenry, 62.95 m.; route restated.	6	52.16	8,283.47
151008	Fargo, N. Dak., Ortonville, Minn.	Chicago, Milwaukee and St. Paul Rwy. Co.	119.08	628	27.06	apt. (ave.) 40 by 9, 6 t. a. w., Fargo and Ortonville, 118.20 m.	6	68.26	8,244.01
151009	Bismarck, Washburn.	Bismarck, Washburn and Great Falls Rwy. Co.	45.12	268	16.86	c. p. 6 t. a. w., Bismarck and Washburn, 45.12 m.	6	47.08	2,121.99
151010	Fargo, N. Dak., Spokane, Wash.	Great Northern Rwy. Co.	1228.22	18,759	26.84	r. p. o. run, 50 by 9, 60 by 9, 7 t. a. w., Fargo and Grand Forks, 78.08 m.; 60 by 9, thence to Havre, 7 t. a. w., 638.53 m.; 0 t. p. o., residue, 513.61 m.; t. p. o. authorized, 1,150 ft., 1.1. 60 ft., Fargo and Grand Forks, 78.08 m.; 1.1. 60 ft., Grand Forks and Minot, 206.30 m.; 1.1. 60 ft., Minot and Havre, 430.23 m.; apt., 0 apt., Fargo and Grand Forks, 78.08 m.; 38 by 9, 7 t. a. w., thence to Minot, 296.30 m.; 0 apt., thence to Havre, 430.23 m.; 60 by 9, 7 t. a. w., thence to Prairie Junction, 4.10 m.; 60 by 9, 7 t. a. w., thence to Spokane, 509.51 m.; c. p. 0 t. a. w., Fargo and Bonners Ferry, 1,121.30 m.; 6 t. a. w., thence to Spokane, 106.92 m.; t. p. o. pay, \$34,551.40 per annum, being \$40 per mile for 78.08 m.; \$50 per mile for 206.30 m. and \$40 per mile for 430.23 m.	9.16	317.21	389,608.66
151011	Tintah Junction (n. o.), Minn., Aberdeen, S. Dak.	Great Northern Rwy. Co.	119.35	250	13.80	apt. (ave.) 16 by 9, 6 t. a. w., Tintah Junction and Aberdeen, 118.69 m.	6	46.17	5,510.38
151012	Churchs Ferry, St. John.	do	55.08	462	21.90	apt. 22 by 9, 6 t. a. w., Churchs Ferry and St. John, 54.76 m.	6	60.71	3,840.87
151013	Fargo, N. Dak., Missoula, Mont.	Northern Pacific Rwy. Co.	1005.32	18,477	26.12	r. p. o. run, 60 by 9, 7 t. a. w., 50 by 9, 7 t. a. w., Fargo and Logan Station, 806.35 m.; 60 by 9, 7 t. a. w., thence to Missoula, 198.59 m.; t. p. o. authorized, 1,150 ft., 1.1. 40 ft., Fargo and Jamestown, 92.83 m.; 2.1. 40 ft., Jamestown and Billings, 548.89 m.; 1.1. 60 ft., 1.1. 40 ft., Billings and Logan Station (n. o.), 164.63 m.; 1.1. 60 ft., Logan Station and Helena, 73.80 m.; 1.1. 40 ft., Helena and Missoula, 124.79 m.; apt. (ave.) 34 by 9, 0 apt., Fargo and Billings, 641.72 m.; 6 t. a. w., thence to Laurel, 15.24 m.; 0 apt., thence to Livingston, 100.11 m.; 7 in, thence Livingston and Garrison, 172.86 m.; 7 out and 14 in, thence to Missoula, 74.01 m.; c. p. 0 t. a. w., Fargo and Billings, 641.72 m.; 7 t. a. w., thence to Livingston, 115.35 m.; 7 out, thence to Logan, 14 out and 7 in, thence to Helena, 73.80 m.; 13	16.30	251.71	258,049.09

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
161013	NORTH DAKOTA—O't'd. Fargo, N. Dak., Missoula, Mont.—continued.	Northern Pacific Rwy. Co.—Continued.	52.66	547	22.66	c. p. 6 t. a. w., Rugby and Souris, 52.66 m.	6	65.84	8,457.13
161014	Rugby, Souris	Great Northern Rwy. Co.	58.95	856	16.02	apt. (ave.) 27 by 9, 6 t. a. w., Hankinson and Oakes, 68.10 m.	6	53.87	8,175.63
161015	Hankinson, Oakes	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	94.15	680	28.17	apt. 24.8 by 8.11, 7 t. a. w., Grand Forks and Pembina, 93.77 m.	7	71.82	6,761.85
161016	Grand Forks, Pembina	Northern Pacific Rwy. Co.	38.15	165	18.56	apt. (ave.) 22 by 9, 6 t. a. w., Milnor and Oakes, 32.55 m.	6	42.76	1,417.18
161017	Milnor, Oakes	do	842.89	6,471	30.96	r. p. o. authorized, 1 l. 40 ft., Hankinson and Enderlin, 51.40 m.; apt. (ave.) 82 by 9, 7 t. a. w.; r. p. o. pay \$1,285 per annum, being \$25 per mile for 51.40 miles.	7	186.39	68,911.26
161018	Hankinson, Portal	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	41.23	459	17.94	apt. (ave.) 22 by 9, 6 t. a. w., Wahpeton and Milnor, 41.09 m.	6	60.71	2,568.07
161019	Wahpeton, Milnor	Northern Pacific Rwy. Co.							
161020	Vacant. MONTANA.								
163001	Silverbow, Garrison ..	Northern Pacific Rwy. Co.	44.44	7,816	29.10	r. p. o. 50 by 9 (not authorized), 7 t. a. w.; apt. 15 by 9, 7 t. a. w.	14	200.98	8,929.32
163002	Logan Station (n. o.), Butte.	do	72.22	9,459	21.24	r. p. o. authorized, 1 l. 40 ft., 71.14 m.; r. p. o. run 50 by 9, 7 t. a. w.; c. p. 7 t. a. w.; r. p. o. pay \$1,778.50 per annum, being \$25 per mile for 71.14 m.	14	218.08	15,746.12
163003	Vacant.	do	26.50	438	14.76	c. p. 6 t. a. w., Drummond and Phillipsburg, 26.50 m.	6	63.27	1,676.65
163004	Drummond, Phillipsburg.	do	173.48	2,582	24.96	apt. (ave.) 25 by 9, 14 t. a. w., Butte and Great Falls, 172.50 m.	14	135.09	28,435.41
163005	Butte, Great Falls	Montana Central Rwy. Co.	94.53	736	16.08	c. p. 6 t. a. w., Lombard and Harlowton, 94.53 m.; route restated.	6	73.53	6,850.79
163006	Lombard, Harlowton ..	Montana R. R. Co.	13.98	183	14.28	c. p. 6 t. a. w., Birdseye and Marysville, 13.98 m.	6	42.76	597.64
163007	Birdseye, Marysville ..	Northern Pacific Rwy. Co.							

163008	Missoula, Hamilton	.....do	47.96	618	15	apt. 15 by 9, 7 t. a. w., Missoula and Hamilton, 47.40 m.	7	68.40	8,290.46
163009	Silverbow, Butte	.....do	7.98	9,099	23.06	r. p. o. 50 by 9, 7 t. a. w. (not authorized); apt. (ave.) 35 by 9, 21 t. a. w.	28	214.61	1,712.58
163010	Butte, Anaconda and Pacific Rwy. Co.		27.01	1,698	30.42	apt. 13 by 9, 14 t. a. w., Butte and Anaconda, 25.90 m.; c. p. 14 t. a. w., Butte and Silverbow, 7.49 m.; 21 out and 14 in, thence to Anaconda, 19.52 m.	80.52	114.57	3,094.53
163011	Laurel Junction (n. o.), Red Lodge, Livingston, Cinnabar, Silesia Station (n. o.), Bridger.	Northern Pacific Rwy. Co.	44.21	408	14.28	apt. 20 by 9, 6 t. a. w., Laurel Junction and Red Lodge, 43.96 m.; c. p. 6 out, Laurel Junction (n. o.) and Silesia, 9.50 m.; 0 t. a. w. residue.	14.28	56.43	2,494.77
163012	.....do	.....do	51.20	814	22.20	c. p. 6 t. a. w., Livingston and Cinnabar, 51.20 m.	6	50.45	2,583.04
163013	.....do	.....do	19.36	150	13.50	c. p. 6 t. a. w., Silesia Station and Bridger, 19.36 m.	6	42.75	827.54
163014	Missoula, Mont., Spokane, Wash.	.....do	257.88	17,528	31.72	r. p. o. run 60 by 9, 7 t. a. w., r. p. o. authorized, 1 l. 40 ft., 257.49 m.; apt. 35 by 9, 14 t. a. w., Missoula and Desmet, 6.34 m.; 7 t. a. w. residue, 251.15 m.; c. p. 7 t. a. w., Missoula and Hauser, 237.74 m.; 13 t. a. w. residue, 20.14 m.; all land grant; r. p. o. pay \$6,457.25 per annum, being \$25 per mile for 257.49 miles.	21.68	243.50	62,793.78
163015	Great Falls, Nehalem.	Montana Central Rwy. Co.	66.67	178	11.04	apt. 17 by 9, 3 t. a. w., Great Falls and Nehalem, 66.30 m.	3	42.75	2,850.14
163016	Pacific Junction (n. o.), Great Falls.	Great Northern Rwy. Co.	117.80	3,496	32.46	apt. (ave.) 25 by 9, 7 t. a. w., Pacific Junction and Great Falls, 117.69 m.	7	146.77	17,625.10
163017	Desmet, Mont., Wallace, Idaho.	Northern Pacific Rwy. Co.	123.64	414	19.20	apt. 20.5 by 9, 20.10 by 9.2, 7 t. a. w., Desmet and Wallace, 123.23 m.	7	57.29	7,869.78
163018	Vacant.	.....do							
163019	Great Falls, Canadian Line (n. o.).	Great Falls and Canadian Rwy. Co.	134.79	168	13.44	c. p. 7 t. a. w., Great Falls and Shelby, 96.79 m.; 3 t. a. w., residue 38 m.	5.87	42.75	5,762.27
163020	Vacant.	.....do							
163021	Toluca Station (n. o.), Toluca, Cody, Wyo.	Chicago, Burlington and Quincy Rwy. Co.	130.99	520	13.80	apt. 14.4 by 9, 6 t. a. w., Toluca Station and Cody, 129.30 m.	6	64.98	8,511.73
WYOMING.									
164001	Granger, Wyo., Huntington, Ore.	Oregon Short Line R. R. Co.	541.29	24,231	27.40	r. p. o. authorized, 1 l. 60 ft., Granger, Wyo., and Pocastello, Idaho, and 1 l. 60 ft. and 1 l. 40 ft., thence to Huntington, Ore. Cars run: 60 by 9, 7 t. a. w., Granger, Wyo., and Pocastello, Idaho, 214.17 m.; 7 t. a. w., Granger, Wyo., and Pocastello, Idaho, and 60 by 9, 14 t. a. w., Pocastello, Idaho, and Huntington, Ore., 336.58 m.; 3 t. a. w., Granger, Wyo., and Pocastello, Idaho, 214.17 m.; c. p. 7 t. a. w., Granger, Wyo., and Pocastello, Idaho, 214.27 m.; thence to Granger, Wyo., 344.66 m.; 17 out, thence to Ontario, Ore., 42.03 m.; and house residue, 40.13 m.; r. p. o. car pay, \$21,141.62 per annum, \$50 per mile for 214.17 m.; \$62.50 per mile for 336.58 m.	14.26	376.20	208,683.29
164002	Cheyenne, Orin.	Colorado and Southern Rwy. Co.	153.99	432	21.10	apt. 17 by 9, 6 t. a. w., Cheyenne and Orin, 153.95 m.	6	62.42	9,612.05
164003	Vacant.	.....do							
164004	Edgemont, S. Dak., Billings, Mont.	Chicago, Burlington and Quincy Rwy. Co.	365.89	11,543	23.10	r. p. o. authorized, 1 l. 60 ft., over route. Cars run: 60 by 9, 7 t. a. w., Edgemont, S. Dak., and Billings, Mont., 365.70 m.; r. p. o. car pay: \$18,285 per annum; \$50 per mile for 365.70 m.	7	240.26	87,906.73
164005	Bellefourche, S. Dak., Aladdin, Wyo.	Wyoming and Missouri River R. R. Co.	13.70	191	18	no apt.; c. p. 6 t. a. w., Bellefourche and Aladdin, 13.70 m.	6	42.75	799.42
164006	Newcastle, Cambria.	Chicago, Burlington and Quincy Rwy. Co.	7.16	23	12.50	no apt.; c. p. 6 t. a. w., Newcastle and Cambria, 7.16 m.	6	42.75	305.09

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

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			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
	WYOMING—continued.								
164007	Junction, Sunrise.....	Colorado and Wyoming Rwy. Co.	15.02	86	14.30	no apt.; c. p. 6 t. a. w., Junction and Sunrise, 15.02 m.....	6	42.75	642.10
164008	Moyer Junction (n. o.), Cumberland.	Wyoming Western R. R. Co.	16.06	87	10.60	no apt.; c. p. 7 t. a. w., Moyer Junction (n. o.) and Cumberland, 16.06 m.	7	42.75	687.42
	COLORADO.								
165001	Pueblo, Trinidad.....	Denver and Rio Grande R. R. Co.	91.28	8,097	28.23	apt. 28 by 9, 7 t. a. w., Pueblo and Cucharas, 49.37 m.; c. p., 7 t. a. w., Pueblo and Trinidad, 91.28 m.	10.78	148.64	13,111.45
165002	Brighton, Boulder.....	Union Pacific R. R. Co.	27.79	38	13.40	c. p., 7 t. a. w., Brighton and Boulder, 27.79 m.	7	42.75	1,188.02
165003	Denver, Fort Collins..	Colorado and Southern Rwy. Co.	74.32	2,458	20.54	apt. 24 by 9, 7 t. a. w., 23 by 9, 7 t. a. w., 15 by 8, 7 t. a. w., and 16 by 7, 7 t. a. w., Denver and Argo Junction (n. o.), 3.27 m.; 24 by 9, 7 t. a. w., and 23 by 9, 7 t. a. w., thence to Fort Collins, 70.89 m.	14.58	135.09	10,089.88
165004	Mears (n. o.), Colorado, Española, N. Mex.	Denver and Rio Grande R. R. Co.	194.37	628	19.78	apt. 15 by 7, 7 t. a. w., Mears (n. o.) and Alamosa, 74.42 m.; 26 by 7, 7 t. a. w., thence to Antonio, 28.61 m.; 15 by 7, 7 t. a. w., thence to Española, 91.39 m.	7	69.26	13,462.06
165005	Denver, Leadville....	Colorado and Southern Rwy. Co.	152.24	1,027	15.07	apt. 16 by 8, 7 t. a. w., Denver and Leadville, 151.63 m.; c. p., 12 out, 6 in, Denver and Sheridan Junction (n. o.), 8.47 m.; 6 out, thence to Breckenridge, 102.09 m.	9.51	86.36	13,147.44
165006	Lajunta, Colo., El Paso, Tex.	Atchison, Topeka and Santa Fe Rwy. Co.	601.92	14,540	26.10	r. p. o. authorized, 11, 60 ft., Lajunta and Albuquerque, 11, 40 ft., Albuquerque and Isleta Junction (n. o.), r. p. o. run, 60 by 9, 7 t. a. w., Lajunta and Isleta Junction (n. o.), 347.50 m.; to Albuquerque, 12.56 m.; thence to Isleta Junction (n. o.), apt. 21 by 9, 7 t. a. w., Albuquerque and El Paso, 253.63 m.; c. p., 7 out, 14 in, Lajunta and Isleta Junction (n. o.), 360.25 m.; r. p. o. car pay, \$14.214 per annum, being \$40 per m. for 347.50 m., and \$25 per m. for 12.56 m.	13.42	272.75	164,173.68
165007	Denver, Colo., Cheyenne, Wyo.	Union Pacific R. R. Co.	107.52	6,978	28.55	apt. 22 by 9, 7 t. a. w., 25 by 8, 7 t. a. w., and 25 by 9, 7 t. a. w., Denver and Lasalle, 46.38 m.; 22 by 9, 7 t. a. w., and 25 by 9, 7 t. a. w., thence to Cheyenne, 60.39 m.; c. p. 14 t. a. w., Denver and Brighton, 19.67 m.; 7 t. a. w., thence to Lasalle, 27.32 m.	21.26	191.52	20,592.23
165008	Louisville Junction (n. o.), Lafayette.	Colorado and Southern Rwy. Co.	6.24	156	15.39	c. p. 14 t. a. w., Louisville Junction (n. o.) and Lafayette, 6.24 m.	14	42.75	266.76
165009	Boulder, Ward.....	Colorado and Northern Rwy. Co.	26.90	224	11.56	c. p. 7 t. a. w., Boulder and Ward, 26.80 m.	7	44.46	1,191.52

165010	Denver, Pueblo.....	Colorado and South- ern Rwy. Co.	117.70	1,383	32.69	apt. 24 by 9, 7 t. a. w., Denver and Pueblo, 117.70 m.; lap over route 165039; route restated.	7	14.54	1,711.85
165011	Cuchama, Creede.....	Denver and Rio Grande R. R. Co.	154.06	2,113	20.71	apt. 28 by 9, 7 t. a. w., Cuchama and Alamosa, 82.99 m.; 18 by 7 t. a. w., thence to Creede, 70.07 m.; c. p. 7 t. a. w., Cuchama and Laveta, 21.63 m.	7.90	129.11	19,888.26
165012	Salida, Grand Junction.	.....do.....	209.73	1,815	20.26	apt. 23 by 7 t. a. w., and 15 by 7 t. a. w., Salida and Mears Junction (n. o.), 10.49 m.; 23 by 7 t. a. w., thence to Montrose, 125.41 m.; 15 by 7 t. a. w., thence to Grand Junction, 72.68 m.; c. p. 14 t. a. w., Sap- tero and Lake Junction (n. o.), 1 m. c. p. 12 t. a. w., Edith and Lumberton, 6.04 m.	7.41	119.70	25,104.68
165013	Edith, Colo., Lumber- ton, N. Mex.	Rio Grande and Pa- mosa Springs R. R. Co.	6.04	84	18.09	.....	12	42.75	258.21
165014	Carbondale, Placita ..	Cystal River R. R. Co.	20.30	106	12	c. p. 7 t. a. w., Carbondale and Placita, 20.30 m.; route restated.	7	42.75	887.82
165015	Como, Alma.....	Colorado and South- ern Rwy. Co.	32.91	180	13.96	c. p. 7 t. a. w., Como and Alma, 32.91 m.	7	42.75	1,406.90
165016	Gunnison, Crested Butte.	Denver and Rio Grande R. R. Co.	28.47	126	12	c. p. 7 t. a. w., Gunnison and Crested Butte, 28.47 m.	7	42.75	1,217.09
165017	Julesburg, Lasalle....	Union Pacific R. R. Co.	151.02	4,462	40.18	apt. 24 by 9, 7 t. a. w., Julesburg and Lasalle, 150.87 m.; c. p. 7 t. a. w., Julesburg and Lasalle, 151.02 m.	14	163.31	24,683.07
165018	Glenwood Springs, Aspen.	Denver and Rio Grande R. R. Co.	41.57	248	23.23	c. p. 14 t. a. w., Glenwood Springs and Aspen, 41.57 m.	14	46.17	1,919.28
165019	Denver, Newcastle....	.....do.....	378.98	8,316	29.69	apt. 30 by 9, 14 t. a. w., Denver and Newcastle, 378.19 m.; c. p. 42 t. a. w., Denver and Military Junction (n. o.), 9.23 m.; 28 t. a. w., thence to Colorado Springs, 66.18 m.; 42 out, 35 in, thence to Pueblo, 44.48 m.; 7 out, 14 in, thence to Leadville, 136.47 m.; 7 in, thence to Newcastle, 102.57 m.	23.71	211.19	80,026.22
165020	Argo Junction (n. o.), Silverplume.	Colorado and South- ern Rwy. Co.	52.28	1,397	15.70	apt. 15 by 8, 7 t. a. w., and 16 by 7 t. a. w., Argo Junction (n. o.) and Silverplume, 52.08 m.	14	101.75	5,319.49
165021	Forkcreek, Central City.	.....do.....	11.81	652	12.80	c. p. 14 t. a. w., Forkcreek and Central City, 11.31 m.	14	70.11	792.94
165022	Sheridan Junction (n. o.), Morrison.	.....do.....	9.66	159	13.32	c. p. 6 t. a. w., Sheridan Junction (n. o.) and Morrison, 9.66 m.	6	42.75	412.96
165023	Denver, Colorado Springs.	.....do.....	90.41	230	20.13	apt. 24 by 10, 6 t. a. w., Denver and Colorado Springs, 90.41 m.; c. p. 1 in, Oaks and Colorado Springs, 30.33 m.; route restated.	6.44	44.46	4,019.62
165024	Gladstone, Silverton..	Silverton, Gladstone and Northern R. R. Co.	7.80	49	9.65	c. p. 7 t. a. w., Gladstone and Silverton, 7.80 m.	7	42.75	312.07
165025	Vacant.	.....do.....							
165026	Dickey Station (n. o.), Dillon.	Colorado and South- ern Rwy. Co.	3	122	17.70	apt. 16 by 8, 14 t. a. w., Dickey Station (n. o.) and Dillon, 2.75 m.	14	42.75	129.25
165027	Greely, Fort Collins...	.....do.....	25.08	414	30.08	apt. 23 by 9, 7 t. a. w., and 25 by 9, 7 t. a. w., Greely and Fort Collins, 24.74 m.	14	57.29	1,486.88
165028	Denver, Lyons.....	Chicago, Burlington and Quincy Rwy. Co.	48.92	807	29.75	apt. 16 by 9, 6 t. a. w., Denver and Lyons, 48.20 m.; c. p. 6 t. a. w., Denver and Lyons, 48.92 m.	12	49.69	2,425.94
165029	Vacant.	.....do.....							
165029	Colorado Springs, Manitou.	Denver and Rio Grande R. R. Co.	5.59	826	23.96	c. p. 28 out, 21 in, Colorado Springs and Manitou, 5.59 m.	24.50	51.90	286.76
165080	Oro Junta Junction (n. o.), Canyon City.	Oro Junta Junction (n. o.), Canyon City and Cripple Creek R. R. Co.	7.66	440	12.17	apt. 14 by 7, 7 t. a. w., Oro Junta Junction (n. o.) and Canyon City, 7.24 m.	7	59.86	468.45

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.		Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.		Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.						Dollars.	Dollars.
165032	COLORADO—continued. Pagosa Junction, Pagosa Springs.	Rio Grande, Pagosa and Northern R. R. Co.	31.34	154	15.80		c. p. 6 t. a. w., Pagosa Junction and Pagosa Springs, 31.34 m.	6	42.75	1,839.78	
165033	Colorado Springs, Cripple Creek.	Colorado Springs and Cripple Creek District Rwy. Co.	46.59	812	17.30		apt. 14 by 9, 7 t. a. w., Colorado Springs and Cripple Creek, 46.33 m.; c. p. 7 t. a. w., Colorado Springs and Cripple Creek, 46.59 m.	14	76.95	3,585.10	
165034	Colorado Springs, Newcastle.	Colorado Midland Rwy. Co.	724.41	981	22.71		apt. 21 by 9, 7 t. a. w., Colorado Springs and Newcastle, 224.40 m.; c. p. 14 out, 21 in, Colorado Springs and Divide, 24.90 m.; 7 t. a. w., thence to Basalt, 162.70 m.; 14 t. a. w., thence to Newcastle, 96.81 m.	16.31	82.08	18,419.57	
165035	Denver, La Junta	Achison, Topeka and Santa Fe Rwy. Co.	182.47	5,870	21		apt. 20 by 9, 7 t. a. w., Denver and La Junta, 182.25 m.; c. p. 28 t. a. w., Denver and Colorado Springs, 73.96 m.; 14 t. a. w., thence to La Junta, 108.81 m.	26.67	179.55	32,762.48	
165036	Townier, Pueblo	Kansas and Colorado Pacific Rwy. Co.	150.54	1,838	35.66		apt. 30 by 9, 7 t. a. w., Townier and Pueblo, 150.45 m.; c. p. 7 t. a. w., Townier and Pueblo, 150.54 m.	14	99.18	14,930.55	
165037	Montrose, Ouray	Denver and Rio Grande R. R. Co.	36.53	1,220	19.47		apt. 23 by 7, 7 t. a. w., Montrose and Ouray, 35.90 m.	7	94.91	3,467.06	
165038	Texas Creek Junction (n. o.), Westcliffe.	.....do.....	25.38	271	19.04		c. p. 7 t. a. w., Texas Creek Junction (n. o.) and Westcliffe, 25.38 m.	7	47.08	1,193.62	
165039	Vacant.	.....do.....									
165040	Military Junction (n. o.), Fort Logan.	.....do.....	1.75	107	17.55		c. p. 14 t. a. w., Military Junction (n. o.) and Fort Logan, 1.75 m.	14	42.75	74.81	
165041	Lake City, Grand Junction.	.....do.....	35.98	239	19.59		c. p. 14 t. a. w., Lake Junction (n. o.) and Lake City, 35.98 m.	14	45.32	1,630.61	
165042	Newcastle, Grand Junction.	.....do.....	77.62	3,598	35.35		apt. 30 by 9, 14 t. a. w., Newcastle and Grand Junction, 76.91 m.; c. p. 7 in, Newcastle and Grand Junction, 77.82 m.	17.50	150.48	11,665.20	
165043	Vance, Telluride	Rio Grande Southern R. R. Co.	7.76	447	15.26		c. p. 21 t. a. w., Vance and Telluride, 7.76 m.	21	59.85	464.43	
165044	Newcastle, Grand Junction.	Colorado Midland Rwy. Co.	77.30	21	35.78		c. p. 7 in, Grand Junction and Newcastle, 77.30 m.; new service; lap over route 165042	3.50	.....	.....
165045	Ridgway, Durango	Rio Grande Southern R. R. Co.	163.57	402	16.66		apt. 12 by 7, 7 t. a. w., Ridgway and Durango, 163.57 m.; c. p. 7 t. a. w., Vance and Rico, 28.38 m.	8.21	56.43	9,230.25	
165046	Cardiff, Gulch	Colorado Midland Rwy. Co.	15.15	43	7.57		c. p. 6 t. a. w., Cardiff and Gulch, 15.15 m.	6	42.75	647.66	

165047	Pueblo, Trinidad	Colorado and Southern Rwy. Co.	{ 55.65 } 41.35	1,665	29.28	{ apt. 24 by 9, 7 t. a. w.; Pueblo and Trinidad, 96.60 m.; lap over route 165001, Pueblo and Cucharas, 49.41 m., and over route 165011, Cucharas and Walsenburg, 6.24 m. c. p. 14 t. a. w., Moffat and Crestone, 12.01 m.	{ 22.28 } 109.44	5,760.24
165048	Moffat, Crestone	Denver and Rio Grande R. R. Co.	12.01	111	16.53	c. p. 14 t. a. w., Moffat and Crestone, 12.01 m.	42.75	513.42
165049	Vacant.	Colorado Springs and Cripple Creek District Rwy. Co.	5.56	329	16.53	c. p. 14 t. a. w., Cameron and Victor, 5.55 m.	51.30	284.71
165050	Cameron, Victor	Colorado Midland Rwy. Co.	18.57	287	24.53	apt. 21 by 9, 7 t. a. w., Basalt and Aspen, 18.40 m.; c. p. 7 t. a. w., Basalt and Aspen, 13.57 m.; new; covers part of route 165084.	48.74	905.10
165051	Basalt, Aspen							
165052	Vacant.							
165053	Vacant.							
165054	Vacant.							
165055	Vacant.							
165056	Vacant.							
165057	Vacant.							
165058	Limon Station, Denver.	Chicago, Rock Island and Pacific Rwy. Co.	90.56	1,880	36.77	c. p. 14 t. a. w., Limon Station and Denver, 90.56 m.; lap over route 155001.	19.66	1,780.40
165059	Florence, Cripple Creek.	Florence and Cripple Creek R. R. Co.	40.28	444	14.70	apt. 14 by 7, t. a. w., Oro Junta Junction (n. o.) and Cripple Creek, 33.53 m.; c. p. 7 t. a. w., Florence and Victor, 34.24 m.; 14 out, 21 in, thence to Cripple Creek, 6.04 m.	59.85	2,410.75
165060	Divide, Cripple Creek.	Midland Terminal Rwy. Co.	30.98	1,264	20.30	c. p. 21 t. a. w., Divide and Cripple Creek, 30.98 m.	96.62	2,993.28
165061	Victor, Goldfield	Golden Circle R. R. Co.	1.32	178	11.04	c. p. 35 out, 28 in, Victor and Goldfield, 1.32 m.	42.75	56.43
NEW MEXICO.								
167001	Lamy, Santa Fe	Atchison, Topeka and Santa Fe Rwy. Co.	18.79	597	21.60	c. p. 14 out and 21 in, Lamy and Santa Fe, 18.79 m.	67.55	1,269.26
167002	Antonito, Colo., Silverton, Colo.	Denver and Rio Grande R. R. Co.	217.06	1,534	19.15	apt. 25 by 7, 7 t. a. w., Antonito and Silverton, 216.39 m.	107.78	23,383.87
167003	Isleta Junction (n. o.), N. Mex., Needles, Cal.	Santa Fe Pacific R. R. Co.	565.05	18,837	28.01	r. p. o. run, 60 by 9 (average), 7 t. a. w., Isleta Junction and Needles, 66 m.; r. p. o. authorized, 11.40 feet, Isleta Junction (n. o.) and Ashfork, 388.30 m.; apt. 30 by 9, 7 t. a. w., Ashfork and Needles, 176.70 m.; c. p. 7 out, 14 in, Isleta Junction (n. o.) and Ashfork, 388.30 m.; 7 in, Ashfork and Needles, 176.75 m.; All land grant; r. p. o. pay \$9,707.50, per annum, being \$39 per mile for 388.30 m.	254.44	143,771.32
167004	Vacant.	Colorado and Southern Rwy. Co.	136.35	1,215	27.30	apt. (ave.) 24 by 9, 7 t. a. w., Texline and Trinidad, 135.84 m.	94.05	12,823.71
167005	Texline, Tex., Trinidad, Colo.	Atchison, Topeka and Santa Fe Rwy. Co.	101.04	1,194	20.50	apt. (ave.) 18 by 9, 7 t. a. w., Rincon and Silver City, 100.76 m.	90.63	9,157.25
167006	Rincon, Silver City	Santa Fe Rwy. Co.	6.74	97	16.40	c. p. 21 out, 14 in, East Las Vegas and Hot Springs, 6.74 m.	42.75	288.13
167007	East Las Vegas, Hot Springs.	do.	12.91	167	16.70	c. p. 6 t. a. w., Nutt and Lake Valley, 12.91 m.	42.75	551.90
167008	Nutt, Lake Valley	do.						
167009	Vacant.	do.	27.47	103	15.37	c. p. 6 t. a. w., Socorro and Magdalena, 27.47 m.	42.75	1,174.24
167010	Socorro, Magdalena	Denver and Rio Grande R. R. Co.	34.21	163	14.27	apt. (ave.) 15 by 7, 6 t. a. w., Espanola and Santa Fe, 33.73 m.	42.75	1,462.47
167011	Espanola, Santa Fe							

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
NEW MEXICO—cont'd.									
167012	Lordsburg, N. Mex., Clifton, Ariz.	Arizona and New Mexico Rwy. Co.	71.16	494	21.84	c. p. 7 t. a. w., Lordsburg and Clifton, 71.16 m.	7	62.42	4,441.80
167013	Whitewater, Santa Rita.	Atchison, Topeka and Santa Fe Rwy. Co.	18.70	166	12.06	c. p. 6 t. a. w., Whitewater and Santa Rita, 18.70 m.	6	42.75	797.42
167014	El Paso, Tex., Capitan, N. Mex.	El Paso and North-eastern Rwy. Co.	165.58	4,714	13.58	apt. 30 by 9, 7 t. a. w., El Paso and Carizozo, 143.89 m.; c. p. 7 t. a. w., Carizozo and Capitan, 21.15 m.; route restated.	7	168.78	27,602.12
167015	Vacant.	Pecos Valley and Northeastern Rwy. Co.	220.61	596	23.40	apt. 13 by 9, 7 t. a. w., Texico and State Line (n. o.), 220.61 m.; route restated.	7	67.55	14,902.20
167016	Texico State Line (n. o.).	Northeastern Rwy. Co.							
167017	Hanover Junction (n. o.), Fierro.	Atchison, Topeka and Santa Fe Rwy. Co.	5.82	42	7.77	c. p. 6 t. a. w., Hanover Junction and Fierro, 5.82 m.	6	42.75	248.80
167018	Vacant.	Alamogordo and Sacramento Mountain Rwy. Co.	24.94	98	7.23	c. p. 13 t. a. w., Alamogordo Junction and Cloudcroft, 24.94 m.	13	42.75	1,066.18
167019	Alamogordo Junction (n. o.), Cloudcroft.								
167020	Texas and New Mexico State Line (n. o.), Santa Rosa, N. Mex.	Chicago, Rock Island and El Paso Rwy. Co.	111.27	5,748	28.28	apt. 30 by 9, 7 t. a. w., Texas and New Mexico State Line and Santa Rosa, 110.90 m.	7	178.70	19,883.94
167021	Santa Rosa, Carizozo.	El Paso and Rock Island Rwy. Co.	128.48	5,528	24.95	apt. 30 by 9, 7 t. a. w., Santa Rosa and Carizozo, 128.12 m.	7	178.18	22,629.18
ARIZONA.									
168001	Yuma, Ariz., El Paso, Tex.	Southern Pacific Co.	563.83	6,899	29	apt. 30 by 9, 7 t. a. w., Yuma and El Paso, 563.37 m.; c. p. 7 t. a. w., Tucson and Benson, 48.78 m.	7.60	190.67	107,505.46
168002	Benson, Nogales.	El Paso and Southern R. Co.	88.66	2,818	22.95	apt. 25 by 9, 7 t. a. w., Benson and Nogales, 88.40 m.	7	139.37	12,856.54
168003	Benson, Fairbank.	Western R. R. Co.	19.60	1,151	30.81	c. p. 7 t. a. w., Benson and Fairbank, 19.60 m.; lap over route 168,002.	7	16.24	318.30
168004	Maricopa, Phoenix.	Maricopa and Phoenix and Salt River Valley R. R. Co.	35.17	885	19.00	c. p. 7 t. a. w., Maricopa and Tempe, 26.51 m.; 20 t. a. w., thence to Phoenix, 8.66 m.	10.20	78.66	2,765.47
168005	Fairbank, Bisbee.	El Paso and Southern R. R. Co.	36.64	1,051	22.82	c. p. 7 t. a. w., Fairbank and Don Luis Junction (n. o.), 32.71 m.; 14 t. a. w., thence to Bisbee, 3.98 m.	7.75	87.21	3,186.37

169006	Ashfork, Phoenix.....	Santa Fe, Prescott and Phoenix Rwy. Co.	183.92	1,586	20.87	apt. 14 by 9, 7 t. a. w., Ashfork and Phoenix, 183.60 m.; c. p. 7 out, Ashfork and P. & E. Junction, 50.73 m.; 14 out, 7 in thence to Prescott, 6.10 m.	8.24	110.30	21,398.37
169007	Junction, Jerome	United Verde and Pacific Rwy. Co.	26.89	490	11.11	c. p. 21 out, 14 in, Junction and Jerome, 26.89 m.	17.50	59.00	1,586.51
169008	Teviston, Globe	Gila Valley Globe and Northern Rwy. Co.	124.63	725	19.56	apt. 9 by 9, 6 t. a. w., Teviston and Globe, 124.30 m.; route restated....	6	73.53	9,164.04
169009	Chloride, Kingman ..	Arizona and Utah Rwy. Co.	27.17	141	17.33	c. p. 6 t. a. w., Chloride and Kingman, 27.17 m.	6	42.75	1,161.51
169010	Douglas, Don Luis Junction (n. o.)	El Paso and Southern R. R. Co.	23.13	222	25.93	c. p. 6 t. a. w., Douglas and Don Luis Junction (n. o.), 23.13 m.	7	43.61	1,006.69
169011	Tempe, Mesa.....	Maricopa and Phoenix and Salt River Valley R. R. Co.	8.37	182	15.27	c. p. 13 t. a. w., Tempe and Mesa, 8.37 m.	13	42.75	357.81
169012	Vacant.								
169013	P. & E. Junction (n. o.), Mayer.	Santa Fe, Prescott and Phoenix Rwy. Co.	25.96	234	14.63	c. p. 7 t. a. w., P. & E. Junction (n. o.) and Mayer, 25.96 m.	7	44.46	1,154.18
169014	Naco Junction (n. o.), Naco.	El Paso and Southern R. R. Co.	4.27	491	11.42	c. p. 14 t. a. w., Naco Junction (n. o.) and Naco, 4.27 m.	14	63.27	270.16
169015	Guthrie, Morenci.....	Morenci Southern Rwy. Co.	17.97	202	8.87	c. p. 13 t. a. w., Guthrie and Morenci, 17.97 m.	13	42.75	768.21
	UTAH.								
169001	Ogden, Frisco	Oregon Short Line R. R. Co.	275.93	2,021	24.62	apt. 17 by 8, 7 t. a. w., and 35 by 9, 14 t. a. w., Ogden to Salt Lake City, 36.50 m.; 17 by 9, 7 t. a. w., and 17 by 10, 7 t. a. w., thence to Lehi Junction, 28.97 m., and 17 by 9, 7 t. a. w., thence to Milford, 192.57 m.; c. p. 7 out, 14 in, Ogden and Salt Lake City, 37.02 m., 7 t. a. w., Lehi Junction and Nephi, 68.56 m., and 7 t. a. w., Milford and Frisco, 17.37 m.	12.47	128.25	35,398.02
169002	Grand Junction, Colo., Ogden, Utah.	Rio Grande Western Rwy. Co.	329.48	3,330	29.99	apt. 30 by 9, 7 t. a. w., Grand Junction and Thistle, 227.07 m.; 30 by 9, 7 t. a. w., and 20 by 9, 7 t. a. w., thence to Springville, 14.93 m., 30 by 9, 7 t. a. w., and 20 by 9, 14 t. a. w., thence to Salt Lake City, 49.51 m., and 30 by 9, 7 t. a. w., thence to Ogden, 36.89 m.; c. p. 14 t. a. w., Grand Junction and Salt Lake City, 252.07 m., and 21 out, 14 in, thence to Ogden, 37.41 m.	23.81	147.06	49,453.32
169003	Ogden, Utah, Silverbow, Mont.	Oregon Short Line R. R. Co.	390.34	3,960	25.15	apt. 17 by 8, 7 t. a. w., 35 by 9, 7 out, and 36 by 9, 7 out, 14 in, Ogden and Cache Junction, 34.04 m.	14.87	155.61	60,740.80
169004	West Jordan, Bingham Canyon.	Rio Grande Western Rwy. Co.	14.84	230	16.80	no apt.; c. p. 7 t. a. w., West Jordan and Bingham Canyon, 14.84 m.	7	44.46	659.78
169005	Salt Lake City, Stockton.	Oregon Short Line R. R. Co.	39.27	241	17.41	no apt.; c. p. 6 t. a. w., Salt Lake City and Stockton, 39.27 m.	6	45.82	1,779.71
169006	Provo City, Heber....	Rio Grande Western Rwy. Co.	27.11	170	15.60	no apt.; c. p. 7 t. a. w., Provo City and Heber, 27.11 m.	7	42.75	1,158.95
169007	Cache Junction, Utah, Preston, Idaho.	Oregon Short Line R. R. Co.	42.65	491	18.07	apt. 17 by 8, 7 t. a. w., Cache Junction and Preston, 42.20 m.; c. p. 7 t. a. w., Cache Junction and Logan, 15.58 m.	9.55	63.27	2,098.46
169008	Echo City, Park City.	Union Pacific R. R. Co.	28.24	218	13.41	no apt.; c. p. 7 t. a. w., Echo City and Park City, 28.24 m.	7	43.61	1,231.54
169009	Colton, Clearcreek....	Rio Grande Western Rwy. Co.	21.66	124	9.88	no apt.; c. p. 6 t. a. w., Colton and Clearcreek, 21.66 m.; route restated....	6	42.75	923.96
169010	Nephi, Manti.....	Salt Lake Valley Rwy. Co.	43.32	76	14.53	no apt.; c. p. 6 t. a. w., Nephi and Manti, 43.32 m.	6	42.75	1,851.93

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
UTAH—continued.									
169011	Lehi Junction (n. o.), Silver City.	Oregon Short Line R. Co.	53.90	252	21.96	apt. 17 by 10, 7 t. a. w., Lehi Junction (n. o.) and Silver City, 53.79 m.	7	46.17	2,499.94
169012	(n. o.), Eureka.	do.	3.41	103	10.43	apt. 17 by 10, 14 t. a. w., Silver City Junction (n. o.) and Eureka, 3.23 m.	14	42.75	145.77
169013	Salt Lake City, Park City.	Rio Grande Western Rwy. Co.	35.49	372	13.54	no apt.; c. p. 7 t. a. w., Salt Lake City and Park City, 35.48 m.	7	54.72	1,941.46
169014	Thistle, Marysville.	do.	133.05	883	14.40	apt. 20 by 9, 7 t. a. w., Thistle and Marysville, 132.24 m. Route restated.	7	90.37	10,693.22
169015	Springville, Silver City.	do.	45.08	264	21.96	apt. 20 by 9, 7 t. a. w., Springville and Silver City, 44.46 m.	7	47.03	2,117.76
169016	Millford, Uvada Station (n. o.).	Utah and Pacific R. Co.	75.82	574	16.98	apt. 17 by 9, 7 t. a. w., Millford and Uvada Station (n. o.), 75.75 m. Route restated.	7	66.69	5,066.43
169017	Mounds (n. o.), Sunnyside.	Rio Grande Western Rwy. Co.	17.06	74	13.60	no apt.; c. p. 6 t. a. w., Mounds (n. o.) and Sunnyside, 17.06 m.	6	42.75	723.31
169018	Fairfield Station (n. o.), Mercur.	Salt Lake and Mercur R. R. Co.	11.92	179	8.72	no apt.; c. p. 7 t. a. w., Fairfield Station (n. o.) and Mercur, 11.92 m.	7	42.75	509.58
169020	Mammoth Junction (n. o.), Robinson.	Oregon Short Line R. Co.	1.73	72	8.57	apt. 17 by 10, 14 t. a. w., Mammoth Junction (n. o.) and Robinson, 1.68 m.	14	42.75	73.95
169021	Vacant.	Utah, Nevada and California R. R. Co.	41.86	315	14.62	apt. 17 by 9, 7 t. a. w., Uvada (n. o.) and Caliente, 41.11 m.	7	50.45	2,111.83
169022	Caliente, Nev.								
IDAHO.									
170001	Shoshone, Ketchum.	Oregon Short Line R. Co.	70.11	401	19.09	c. p. 6 t. a. w., Shoshone and Ketchum, 70.11 m.	6	56.43	3,956.30
170002	Hauser, Coeur d'Alene.	Northern Pacific Rwy. Co.	13.54	198	23.10	c. p. 6 t. a. w., Hauser and Coeur d'Alene, 13.54 m.	6	42.75	578.83
170003	Wallace, Burke.	do.	7.35	215	7.50	c. p. 13 t. a. w., Wallace and Burke, 7.35 m.	13	43.61	320.53
170004	Nampa, Boise.	Oregon Short Line R. Co.	20.20	1,941	23.42	apt. 17 by 8, 21 t. a. w., Nampa and Boise, 19.83 m.; c. p. 7 out, 14 in, Nampa and Boise, 20.20 m.	31.50	125.69	2,538.93
170005	Nampa, Murphy.	Boise, Nampa and Oryhee Rwy. Co., Limited.	30.25	367	23.25	c. p. 7 t. a. w., Nampa and Murphy, 30.25 m.	7	53.87	1,623.56

170006	Tekoa, Wash., Wallace, Idaho.	Oregon R. R. and Navigation Co.	80.24	1,209	27.42	apt. 18 by 9, 7 t. a. w., Tekoa and Wallace, 79.84 m.	7	94.06	7,546.57
170007	Vacant.	Northern Pacific Rwy. Co.	60.51	2,221	20.41	apt. 31 by 9 (ave.), 7 t. a. w., Pullman Junction (n. o.) and Potlatch Junction (n. o.), 46.23 m.; 31 by 9 (ave.), 7 t. a. w.; 24 by 8.10, 6 out; 16.10 by 7.3, 6 in, thence to Lewiston, 14.28 m. Route restated.	8.41	180.82	7,915.91
170008	St. Anthony, Idaho	St. Anthony R. R. Co.	38	566	14.80	apt. 17.1 by 8.11, 7 t. a. w., St. Anthony and Idaho Falls, 37.20 m.	7	66.69	2,534.22
170009	Falls.	Pacific and Idaho Northern Rwy. Co.	60.69	412	18.46	c. p. 6 t. a. w., Weiser and Council, 60.63 m.	6	57.29	3,473.49
170010	Potlatch Junction (n. o.), Stites.	Northern Pacific Rwy. Co.	62.88	947	24	apt. 24 by 8.10, 6 out; 16.10 by 7.3, 6 in, Potlatch Junction (n. o.) and Stites, 62.66 m.	6	82.94	5,211.12
170012	Blackfoot, Mackay	Salmon River R. R. Co.	85.45	390	16.12	c. p. 3 t. a. w.	3	55.58	4,748.19
WASHINGTON.									
171001	Portland, Oreg., Tacoma, Wash.	Northern Pacific Rwy. Co.	146.70	8,707	22.67	apt. 22 by 9, 7 out and 20 by 9, 7 in, and 30 by 9, 14 t. a. w., Portland and Tacoma, 146.13 m.; c. p. 7 t. a. w., Portland and Tacoma, 146.70 m.	28	168.26	24,683.74
171002	Seattle, Newcastle	Columbia and Puget Sound R. R. Co.	18.96	282	10.60	no apt.; c. p. 7 t. a. w., Seattle and Renton, 12.34 m., and 6 t. a. w., thence to Newcastle, 8.82 m.	6.65	44.46	842.96
171003	Olympia, Tenino	Puget Sound South-Oregon R. R. Co.	16.28	246	13.84	no apt.; c. p. 7 t. a. w., Olympia and Tenino, 16.23 m.	7	45.32	735.54
171004	Grange City Junction (n. o.), Wallula.	Oregon R. R. and Navigation Co.	82.61	1,615	20.22	apt. 30 by 9, 7 t. a. w., Grange City Junction (n. o.) and Walla Walla, 51.72 m.; c. p. 7 t. a. w., Bolles Junction (n. o.) and Wallula, 55.95 m. Route restated.	9.12	111.15	9,182.10
171005	Burnett, Carbonado	Northern Pacific Rwy. Co.	9.60	149	16.09	apt. 21 by 9, 13 t. a. w., Burnett and Cascade Junction, 1.32 m., and 7 t. a. w., thence to Carbonado, 8.05 m.	7.82	42.75	410.40
171006	Moscow, Idaho, Colfax, Wash.	Oregon R. R. and Navigation Co.	28.85	699	18.92	no apt.; c. p. 13 t. a. w., Moscow and Colfax, 23.85 m. Route restated.	13	71.82	2,072.00
171007	Renton, Franklin	Columbia and Puget Sound R. R. Co.	21.84	195	10.72	no apt.; c. p. 7 t. a. w., Renton and Franklin, 21.84 m.	7	42.75	983.66
171008	Bolles Junction (n. o.), Dayton.	Oregon R. R. and Navigation Co.	13.09	405	18.35	no apt.; c. p. 21 t. a. w., Bolles Junction (n. o.) and Dayton, 13.09 m. Route restated.	21	57.29	749.92
171009	Spokane, Pasco	Northern Pacific Rwy. Co.	145.74	12,858	29.75	r. p. o. authorized, 11.40 ft. over route. Cars run: 60 by 9, 7 t. a. w., and 50 by 9, 7 t. a. w., Spokane and Pasco, Wash., 145.67 m.; apt. 9 by 8, 6 t. a. w., and 30 by 9, 7 out and 31 by 9, 7 in, Spokane and Marsham, 9.06 m., and 9 by 8, 6 t. a. w., thence to Cheney, 7.32 m.; c. p. 13 t. a. w., Spokane and Cheney, 16.38 m., and 7 t. a. w., thence to Pasco, 129.36 m. All land grant. r. p. o. pay \$3,641.75 per annum, being \$25 per mile.	22.78	208.88	29,706.18
171010	Blaine, Seattle	Great Northern Rwy. Co.	121.82	4,761	23.71	r. p. o. 59 by 10, 7 t. a. w., Everett Junction (n. o.) and Seattle, 33.66 m., (not authorized); apt. 25 by 9, 7 out, and 22 by 9, 7 in, Blaine and Whatcom, 22.34 m.; 25 by 9, 14 out, 7 in, and 23 by 9, 7 in, thence to Everett Junction (n. o.), 65.23 m., and 25 by 9, 14 out, 7 in; 22 by 9, 7 in, and 23 by 9, 7 in, thence to Seattle, 33.66 m.; c. p. 7 out, Everett Junction (n. o.) and Seattle, 33.66 m. Route restated.	16.54	167.58	20,433.02

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.
	WASHINGTON—cont'd.		Miles.	Pounds.				Dollars.	Dollars.
171011	Pasco, Tacoma	Northern Pacific Rwy. Co.	254.13	10, 523	23.16	r. p. o. authorized, 1.1-40 ft. over route. Cars run: 60 by 9, 7 t. a. w., and 50 by 9, 7 t. a. w., Pasco and Palmer Junction (n. o.), 210.13 m.; 60 by 9, 7 t. a. w., and 50 by 9, 7 t. a. w., thence to Tacoma, 9.81 m.; total r. p. o. distance, 253.49 miles; apt. 21 by 9, 7 t. a. w., Cascade Junction (n. o.) and Meeker Junction (n. o.), 16.20 m.; 30 by 9, 14 t. a. w., 21 by 9, 7 t. a. w., and 20 by 9, 7 t. a. w., thence to Tacoma, 9.81 m.; c. p. 7 t. a. w., Pasco and Palmer Junction (n. o.), 210.20 m.; 0 thence to Meeker Junction (n. o.), 33.55 m., and 35 out, 28 in, thence to Tacoma, 10.38 m. All land grant; r. p. o. pay, \$6,337.25 per annum, being \$25 per mile. r. p. o. 50 by 9, 7 t. a. w., Seattle and Meeker Junction (n. o.), 31.05 m. (not authorized); apt. 30 by 9, 14 t. a. w., 22 by 9, 7 out, and 20 by 9, 7 in, Seattle and Meeker Junction (n. o.), 31.05 m.; c. p. 35 t. a. w., Seattle and Auburn, 22.50 m., and 28 t. a. w., thence to Meeker Junction (n. o.), 8.55 m. 7 t. a. w., Hunts Junction (n. o.) and Wallula, 1.08 m. All land grant. no apt.; c. p. 6 t. a. w., Starbuck and Pomeroy, 30.66 m.	21.64	186.04	47, 278.84
171012	Seattle, Meeker Junction (n. o.).	do	31.05	13, 659	25.51	r. p. o. 50 by 9, 7 t. a. w., Pasco and Hunts Junction (n. o.), 14.14 m.; c. p. 7 t. a. w., Hunts Junction (n. o.) and Wallula, 1.08 m. All land grant. no apt.; c. p. 6 t. a. w., Starbuck and Pomeroy, 30.66 m.	61.07	263.84	8, 176.70
171013	Pasco, Wallula	Northern Pacific Rwy. Co.	15.36	326	13.33	r. p. o. 50 by 9, 7 t. a. w., Pasco and Hunts Junction (n. o.), 14.14 m.; c. p. 7 t. a. w., Hunts Junction (n. o.) and Wallula, 1.08 m. All land grant. no apt.; c. p. 6 t. a. w., Starbuck and Pomeroy, 30.66 m.	7	41.04	680.37
171014	Starbuck, Pomeroy	Oregon R. R. and Navigation Co.	30.66	330	16	no apt.; c. p. 6 t. a. w., Starbuck and Pomeroy, 30.66 m.	6	51.30	1, 572.86
171015	Marshall, Wash., Genesee, Idaho.	Northern Pacific Rwy. Co.	104.89	2, 413	21.97	apt. 30 by 9, 7 out, and 31 by 9, 7 in, Marshall and Putnam Junction (n. o.), 76.98 m.; c. p. 7 t. a. w., Putnam Junction (n. o.) and Genesee, 27.22 m. apt. 21 by 9, 7 t. a. w., Carbonado and Fairfax, 6.53 m.	7	133.38	13, 923.53
171016	Carbonado, Fairfax	do	6.53	65	12	apt. 30 by 9, 7 t. a. w., Walla Walla and Pendleton, 47.40 m.; c. p. 6 t. a. w., Walla Walla and Pendleton, 48.66 m.	7	42.75	292.83
171017	Walla Walla, Wash., Pendleton, Ore.	Oregon R. R. and Navigation Co.	48.66	2, 670	22.80	apt. 30 by 9, 7 t. a. w., and 21 by 9, 6 t. a. w., Seattle and Woodinville, 23.64 m.; and 21 by 9, 6 t. a. w., thence to Northbend, 36.27 m.	13	137.66	6, 696.53
171018	Seattle, Northbend	Northern Pacific Rwy. Co.	59.97	914	19.18	no apt.; c. p. 6 t. a. w., Everett and Monte Cristo, 59.64 m.	8.76	81.23	4, 871.86
171019	Everett, Monte Cristo	Monte Cristo Rwy. Co.	59.64	178	18.15	apt. 20 by 9, 7 t. a. w., Woodinville and Sumas, 101.69 m.; c. p. 6 t. a. w., Woodinville and Sidro Woolley, 62.26 m.	6	42.75	2, 549.61
171020	Woodinville, Sumas	Northern Pacific Rwy. Co.	102.15	1, 866	22.26	apt. 9 by 8, 6 t. a. w., Cheney and Coulee City, 108.30 m.; c. p. 6 t. a. w., Cheney and Davenport, 41.52 m.	10.65	100.89	10, 806.91
171021	Cheney, Coulee City	do	108.54	944	19.12	Cheney and Davenport, 41.52 m.	8.29	82.94	9, 002.80

171022	Spokane, Wallula	218.47	2,896	27.84	apt. 30 by 9, 14 t. a. w., Spokane and Grange City, 152.18 m., and 7 t. a. w., thence to Wallula, 56.18 m. Route restated.	11.87	140.22	30,633.96
171023	{ Spokane, Spokane Falls and Northern Junction (n. o.), Spokane Falls and Northern Junction (n. o.), Boundary, Kane Falls and Northern Junction (n. o.), 15.83 m., over route 161010	{ 13.83 { 125.80	{ 8,169 { 24.10	{ apt. 30 by 8, 7 t. a. w., Spokane and Northport, 129.36 m.; c. p. 7 t. a. w., Northport and Boundary, 10.27 m.; lap service, Spokane and Spokane Falls and Northern Junction (n. o.), 15.83 m., over route 161010	{ 7 { 7	{ 84.20 { 144.50	{ 18,651.08 { 144.50	
171024	Vacant.	86.97	206	13.55	apt. 11 by 9, 7 t. a. w., Hunts Junction (n. o.) and Dayton 86.86 m.	7	42.75	3,717.96
171025	Hunts Junction (n. o.), Dayton.							
171026	Vacant.							
171027	Aberdeen Junction (n. o.), Hoquiam.	6.88	466	11.52	apt. 20 by 9, 14 t. a. w., Aberdeen Junction (n. o.) and Hoquiam, 6.82 m. Route restated.	14	61.56	423.58
171028	Centralia, Ocoosa	66.69	1,264	15.07	apt. 30 by 9, 7 in, Gate to Centralia, 12.97 m.; and 20 by 9, 7 t. a. w., Gate and Ocoosa, 52.82 m.; c. p. 7 out, Centralia to Gate, 13.67 m.	7	96.62	6,448.58
171029	Vacant.				No distance circular.			
171030	Whatcom, Maple Falls Lakeview, Gate.	44.45	8,514	24.83	apt. 28 by 9, 7 out, Lakeview to Gate City, 43.86 m.; c. p. 7 in, Gate City to Lakeview, 44.45 m.	7	149.62	6,650.60
171031	Port Townsend, Quilcene.	28.38	69	13	no apt.; c. p. 6 t. a. w., Port Townsend and Quilcene, 28.38 m.	6	42.75	1,213.24
171032	Vacant.							
171033	Cle Elum, Roslyn.	8.71	204	12	no apt.; c. p., 15 out, 12 in, Cle Elum and Roslyn, 3.71 m.	13.5	42.75	158.60
171034	Cosmopolis Junction (n. o.), Cosmopolis.	1.64	89	24	apt. 20 by 9, 14 t. a. w., Cosmopolis Junction (n. o.) and Cosmopolis, 1.62 m.	14	42.75	70.11
171035	Chehalis, Southbend.	58.31	288	17.81	apt. 16 by 6, 6 t. a. w., Chehalis and Southbend, 57.56 m.	6	47.88	2,791.88
171036	Belmont, Farmington.	6.15	23	16.80	no apt.; c. p. 6 t. a. w., Belmont and Farmington, 6.15 m.	6	42.75	262.91
171037	Sauk, Anacortes.	54.06	178	7.31	no apt.; c. p. 6 t. a. w., Sauk and Hamilton, 20.35 m.; 12 t. a. w., thence to Burlington, 16.60 m.; and 6 t. a. w., thence to Anacortes, 17.10 m. Route restated.	7.84	42.75	2,311.92
171038	Spokane, Everett Junction (n. o.).	306.80	12,175	20.01	r. p. o. 59 by 9, 7 t. a. w., Spokane and Everett Junction (n. o.), 306.80 m.; not authorized; apt. 23 by 9, 7 in, Spokane and Everett, 305.92 m.; 25 by 9, 21 t. a. w., 22 by 9, 7 t. a. w., and 23 by 9, 7 in, Everett and Everett Junction (n. o.), .88 m.; c. p. 7 out, Spokane and Everett Junction (n. o.), 306.80 m.	14.08	247.10	75,810.28
171039	Tacoma, Patterson Station (n. o.).	15.23	104	16.21	no apt.; c. p. 6 t. a. w., Tacoma and Patterson Station (n. o.), 15.23 m.	6	42.75	651.06
171040	Palmer Junction (n. o.), Auburn.	22.41	9,910	26.88	r. p. o. 50 by 9, 7 out, Palmer Junction (n. o.) and Auburn, 21.65 m.; not authorized; no apt.; c. p. 7 t. a. w., Palmer Junction (n. o.) and Auburn, 22.41 m. New from July 1, 1902.	10.5	228.16	5,001.01
171041	Arlington, Darrington.	28.98	45	13.44	no apt.; c. p. 3 t. a. w., Arlington and Darrington, 28.98 m.	3	42.75	1,236.75
171042	Fairhaven, Wickersham.	28.88	128	19.71	no apt.; c. p. 7 t. a. w., Fairhaven and Wickersham, 28.88 m.	7	42.75	1,020.87
171043	Vacant.							
171044	Vacant.							
171045	Vacant.							
171046	Vacant.							
171047	Vacant.							

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
171048	WASHINGTON—cont'd. Northport, Canadian Line (n. o.).	Columbia and Red Mountain Rwy. Co.	7.45	1,388	14.54	no apt.; c. p. 7 t. a. w., Northport and Canadian Line (n. o.), 7.45 m.	7	99.18	788.89
173001	OREGON. Portland, Ashland ...	Southern Pacific Co.	842.16	11,042	22.30	r. p. o. authorized, 1 l. 50 ft., Portland and Ashland; r. p. o. run, 60 by 9, 7 t. a. w., Portland and Ashland, 341.41 m.; apt. 40 by 9, 7 t. a. w., 23 by 9, 6 t. a. w., Portland and Albany, 80.08 m.; 40 by 9, 7 t. a. w., thence to Ashland, 251.33 m.; pay for r. p. o. cars, \$13,666.40 per annum, being \$40 per mile.	15.38	285.13	80,452.08
173002	Portland, Corvallis...	do	97.09	1,742	21.57	r. p. o. authorized, 1 l. 60 ft., 1 l. 40 ft., Umatilla and Huntington, 54.20 m.; 25 by 9, 7 t. a. w., thence to Corvallis, 42.30 m.	10.30	117.14	11,873.12
173003	Umatilla, Huntington	Oregon R. R. and Navigation Co.	217.90	20,094	24.27	r. p. o. authorized, 1 l. 60 ft., 1 l. 40 ft., Umatilla and Huntington, 54.20 m.; 25 by 9, 7 t. a. w., thence to Corvallis, 42.30 m.	14	381.74	72,286.14
173004	Portland, Dallas.....	Southern Pacific Co.	62.86	363	12.58	r. p. o. authorized, 1 l. 60 ft., 1 l. 40 ft., Umatilla and Huntington, 54.20 m.; 25 by 9, 7 t. a. w., thence to Corvallis, 42.30 m.	9.37	53.87	3,386.26
173005	Portland, Oreg., Wallula, Wash.	Oregon R. R. and Navigation Co.	212.20	16,651	27.67	r. p. o. authorized, 1 l. 60 ft., 1 l. 40 ft., Umatilla and Huntington, 54.20 m.; 25 by 9, 7 t. a. w., thence to Corvallis, 42.30 m.	19.19	294.98	62,594.75
173006	Albany, Yaquina	Corvallis and Eastern R. R. Co.	84.03	429	13.64	r. p. o. authorized, 1 l. 60 ft., 1 l. 40 ft., Umatilla and Huntington, 54.20 m.; 25 by 9, 7 t. a. w., thence to Corvallis, 42.30 m.	6	59.00	4,987.77
173007	Woodburn, Natron	Southern Pacific Co.	93.09	286	12.48	r. p. o. authorized, 1 l. 60 ft., 1 l. 40 ft., Umatilla and Huntington, 54.20 m.; 25 by 9, 7 t. a. w., thence to Corvallis, 42.30 m.	6.76	48.74	4,537.20
173008	Vacant.	do	7.19	285	22.10	r. p. o. authorized, 1 l. 60 ft., 1 l. 40 ft., Umatilla and Huntington, 54.20 m.; 25 by 9, 7 t. a. w., thence to Corvallis, 42.30 m.	6	48.74	350.44
173009	Sheridan Junction (n. o.) Sheridan.	do	12.73	288	14.40	r. p. o. authorized, 1 l. 60 ft., 1 l. 40 ft., Umatilla and Huntington, 54.20 m.; 25 by 9, 7 t. a. w., thence to Corvallis, 42.30 m.	12	48.74	620.46

178011	Heppner Junction (n. o.), Heppner.	Oregon R. R. and Navigation Co.	45.96	448	18.94	c. p. 6 t. a. w., Heppner Junction (n. o.) and Heppner, 45.96 m.	6	59.85	2,750.70
178012	Biggs, Shaniko.	Columbia Southern Rwy. Co.	70.26	684	19.48	apt. 24 by 9.7 t. a. w. Biggs and Shaniko, 70.19 m.	7	71.82	5,046.07
178013	Lagrande, Elgin.	Oregon R. R. and Navigation Co.	21.40	568	13.62	c. p. 6 t. a. w., Lagrande and Elgin, 21.40 m.	6	66.69	1,427.16
178014	Albany, Detroit.	Corvallis and Eastern R. R. Co.	54.81	168	10.18	apt. 14 by 9.6 t. a. w., Albany and Detroit, 54.70 m.	6	42.75	2,948.12
178015	Medford, Jacksonville.	Rogue River Valley Rwy. Co.	6.27	127	13.09	c. p. 14 t. a. w., Medford and Jacksonville, 6.27 m.	14	42.75	288.04
178016	Hunts Junction (n. o.), Washington, Pendleton, Oreg.	Washington and Columbia River Rwy. Co.	40.79	91	11.90	c. p. 6 t. a. w., Hunts Junction (n. o.) and Pendleton, 40.79 m.	6	42.75	1,748.77
178017	Baker City, Whitney.	Sumner Valley Rwy. Co.	46.68	772	11.67	c. p. 13 t. a. w., Baker City and Whitney, 46.68 m.	13	75.24	8,512.20
178018	Vacant.								
178019	Portland, Seaside.	Astoria and Columbia River R. R. Co.	{ 89.40 76.67 }	1,261	26	{ apt. 18 by 9.7 t. a. w., Portland and Seaside, 115.90 m.; c. p. 7 t. a. w., Portland and Astoria, 97.60 m.; 6 t. a. w., thence to Seaside, 18.47 m.; Portland to Goble, 38.40 m., land-grant and lap-over route 171001. Route restored.	{ 13.84 10.98 96.62 }	7,838.49	
178020	Vacant.								
178021	Warrenton, Fort Stevens Station (n. o.).	do.	3.82	81	21.80	apt. 18 by 9.7 t. a. w., Warrenton and Fort Stevens (n. o.), 3.80 m.; c. p. 6 t. a. w., Warrenton and Fort Stevens (n. o.), 3.82 m.	13	42.75	163.80
178022	Independence, Dallas.	Independence and Monmouth Rwy. Co.	10.19	139	12.26	c. p. 21 t. a. w., Independence and Monmouth, 2.58 m.; 14 t. a. w., thence to Dallas, 7.66 m.	15.73	42.75	435.62
178023	Vacant.								
178024	Monmouth, Airile.	do.	9.25	31	12	c. p. 14 t. a. w., Monmouth and Airile, 9.25 m.	14	42.75	395.43
178025	Moak Junction (n. o.), Wendling.	Southern Pacific Co.	16.27	64	24	c. p. 6 t. a. w., Mohawk Junction (n. o.) and Wendling, 16.22 m.	6	42.75	695.54
178026	No distance circular.								
178027	Astoria, Oreg., Nahcotta, Wash.	Ilwaco Rwy. and Navigation Co.	30.98	287	7.75	c. p. 6 t. a. w., Astoria and Nahcotta, 30.98 m.	6	48.74	1,509.96
178028	NEVADA.								
175001	Virginia City, Reno.	Virginia and Truckee R. R. Co.	52.43	1,379	14.58	apt. 19 by 8.7 t. a. w., Virginia City and Reno, 52.05 m.; c. p. 7 t. a. w., Virginia City and Reno, 52.48 m.	14	100.89	5,289.66
175002	Palisade, Eureka.	Eureka and Palisade Rwy. Co.	84.73	312	16.80	c. p. 6 t. a. w., Palisade and Eureka, 84.73 m.	6	50.45	4,274.62
175008	Battle Mountain, Austin.	Nevada Central R. R. Co.	94.60	134	16.65	c. p. 3 t. a. w., Battle Mountain and Austin, 94.60 m.	3	42.75	4,044.15
175004	Mound House, Nev., Keeler Cal.	Southern Pacific Co.	288.02	513	10.89	apt. 13 by 8.7 out, 16 by 8.7 in, Mound House and Hawthorne, 100 m.; 16 by 8.6 t. a. w., thence to Keeler, 288 m.	6.34	64.12	18,788.44
175005	Reno, Nev., Madeline, Nev.	Nevada, California and Oregon Rwy. Co.	144.57	980	13.84	apt. 25 by 7.6 t. a. w., and 24 by 7.6 t. a. w., Reno and Madeline, 144.27 m.	6	82.08	11,866.30
175006	Belleville Junction (n. o.), Candalaria.	Southern Pacific Co.	6.85	61	12	apt. 15 by 8.14 t. a. w., Belleville Junction (n. o.) and Candalaria, 6 m.	14	42.75	292.88

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc. of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trip per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
176001	CALIFORNIA. San Francisco, Cal., Ogden, Utah.	Southern Pacific Co. . .	Miles. 888.58	Pounds. 65,662	26.84	P. o. 59 by 8, 14 t. a. w., 60 by 9, 7 t. a. w., 54 by 9, 7 t. a. w., Oakland Pier and Port Costa, 27.67 m.; 60 by 8, 14 t. a. w., 60 by 9, 7 t. a. w., thence to Roseville, 75.86 m.; 59 by 8, 14 t. a. w., thence to Ogden, 725.02 m.; P. o. authorized, 1.1.60 ft., 1.1.54 ft., 3.1.60 ft., Oakland Pier and Port Costa, 27.67 m.; 1.1.60 ft., 1.1.55 ft., 2.1.60 ft., Port Costa and Roseville, 75.86 m.; 1.1.60 ft., 1.1.55 ft., 1.1.50 ft., Roseville and Ogden, 725.02 m.; apt., 28 by 9, (ave.) 31.50 t. a. w., San Francisco and Port Costa, 32.17 m.; 14 t. a. w., thence to Davisville, 44.39 m.; 21 t. a. w., thence to Sacramento, 13.23 m.; 13 t. a. w., thence to Roseville, 18.24 m.; 6 t. a. w., thence to Colfax, 35.94 m.; no apt. thence to Ogden, 689.08 m.; c. p. 86 out, 93 in, San Francisco and Oakland, 4.50 m.; 93 out, 107 in, thence to West Oakland Station, 1.39 m.; 33 out, 35 in, thence to Oakland, 18th st., 0.60 m.; 27 out, 35 in, thence to Shellmound, 1.47 m.; 73 out, 80 in, thence to Stockyards, 0.79 m.; 60 out, 60 in, thence to West Berkeley, 1.67 m.; 27 out, 35 in, thence to Valley Junction, 18.39 m.; 21 out, 28 in, thence to Port Costa, 3.16 m.; 7 out, 14 in, thence to Davisville, 4.39 m.; 7 out, 14 in, thence to Sacramento, 13.23 m.; 7 in, thence to Reno, 164.47 m.; 7 t. a. w., thence to Ogden, 589.32 m.; P. o. pay, \$121.245 per annum, \$229 per mile for 725.02 miles.	26.08	Dollars. 819.09	Dollars. 892,777.04
176002	San Francisco, San Jose, Carnadero, Carnadero, Surf.....	Southern Pacific Co. . .	<div> <div>50.00</div> <div>82.50</div> <div>220.80</div> <div>802.80</div> </div>	6,968	26.76	<p>P. o. run, 60 by 9, 7 t. a. w.; P. o. authorized, 1.1.40 ft., apt. (av.) 28 by 8, 26 out, 27 in, San Francisco and San Jose, 60 m.; 20 out, 21 in, thence to Castroville, 69.70 m.; 14 t. a. w., thence to Surf, 198.10 m.; c. p. 20 out, 46 in, San Francisco and Valencia, 2.40 m.; 26 out, 45 in, thence to Oceanview, 3.60 m.; 36 out, 39 in, thence to South San Francisco, 6.60 m.; 20 out, 39 in, thence to Santa Clara, 34.70 m.; 14 out, 33 in, thence to San Jose, 2.70 m.; 13 in, thence to Pajaro, 49.40 m.; 7 in, thence to Castroville, 10.30 m.; 12 out, 19 in, thence to Salinas, 7.90 m.; 7 in, thence to San Luis Obispo, 134.70 m.; 0 t. a. w., res., 60.30 m.; P. o. pay, \$7,370 per annum, being \$28 per mile for 302.80 m. 32.80 m., San Jose and Carnadero land grant.</p>	25.46	<div> <div>191.62</div> <div>158.21</div> <div>191.62</div> </div>	56,747.17

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
176019	CALIFORNIA—cont'd.								
	Colfax, Nevada City ..	Nevada County Nar-	22.96	993	12.62	c. p. 20 out and 27 in, Colfax and Nevada City, 22.96 m	23.50	84.65	1,943.56
176020	Los Angeles, Port Los Angeles.	row Gauge R. Co. Southern Pacific Co ..	20.40	50	20.68	c. p. 13 t. a. w., Los Angeles and Port Los Angeles, 20.40 m	13	42.75	872.10
176021	Santa Cruz, Pajaro (n. o.).	.....do	21.12	816	23.30	apt. 15 by 9, 19 t. a. w., c. p. 14 out and 15 in, Santa Cruz and Watsonville, 19.42 m.; 20 out and 15 in, thence to Pajaro (n. o.), 1.70 m.	83.74	76.96	1,625.18
176022	Davisville, Tehama ..	.....do	111.80	5,663	25.71	apt. 31 by 9 (ave.), 21 t. a. w., Davisville and Woodland, 9.39 m.; 7 t. a. w., thence to Tehama, 101.41 m.	8.11	177.84	19,862.51
176023	Galt, Ione	Southern Pacific Co ..	27.81	627	23.14	c. p. 7 t. a. w., Galt and Ione, 27.81 m	7	69.26	1,924.12
176024	West Oakland Station (n. o.), Berkeley.	.....do	6.19	1,297	17.70	c. p. 60 out and 78 in, West Oakland Station and Oakland, 16th st., 6.60 m.; 100 out and 99 in, thence to Emeryville, 1.14 m.; 100 out and 93 in, thence to Shell Mound, 0.33 m.; 94 out and 93 in, thence to Berkeley, 3.12 m.	92.17	97.47	505.86
176025	San Francisco, San Rafael.	North Shore R. Co. ..	18.74	288	14.36	c. p. 31 out and 32 in, San Francisco and Sausalito, 6.62 m.; 31 out and 38 in, thence to Bay Junction, 3.52 m.; 19 out and 25 in, thence to Larkspur, 3.38 m.; 25 t. a. w., thence to San Anselmo, 3.16 m.; 33 out and 19 in, thence to San Rafael, 2.06 m.	23.64	45.82	849.29
176026	San Francisco, Alameda.	Southern Pacific Co ..	11.22	764	16.08	c. p. 57 out and 58 in, San Francisco and Oakland Pier, 4.50 m.; 93 out and 110 in, thence to West Oakland, 1.39 m.; 110 out and 134 in, thence to Oakland, 1st and Broadway, 1.71 m.; 74 out and 72 in, thence to Alameda, 3.62 m.	73.09	74.39	864.65
176027	Fulton, Guerneville ..	California Northwest-ern Rwy. Co.	15.39	184	14	c. p. 14 t. a. w., Fulton and Guerneville, 15.39 m	14	42.75	687.92
176028	San Francisco, Sacramento.	Southern Pacific Co ..	139.67	4,621	22.62	apt. (average) 24 by 9, 21 out and 14 in, San Francisco and Tracy, 71.73 m.; 14 t. a. w., thence to Sacramento, 67.94 m.; c. p. 32 out, 39 in, San Francisco and Oakland Pier, 4.50 m.; 39 t. a. w., thence to 23d ave., 6.52 m.; 20 out, 39 in, thence to Fruitvale, 0.66 m.; 14 out, 26 in, thence to Haywards, 10.41 m.; 14 out, 20 in, thence to Niles, 9.12 m.; 7 out, 6 in, thence to Livermore, 17.68 m.; 0 t. a. w., thence to Tracy, 23.85 m.; 14 out, 7 in, thence to Lathrop, 11.09 m.; 21 t. a. w., thence to Stockton, 8.88 m.; 14 out, 7 in, thence to Lodi, 12.69 m.; 7 out, thence to Sacramento, 36.38 m.	26.04	165.02	23,043.94
176029	Niles, San Jose	Southern Pacific Co ..	17.74	1,899	25.78	apt. (average) 22 by 9, 19 t. a. w., Niles and San Jose, 17.54 m.; c. p. 9 t. a. w., 17.74 m.	23	123.12	2,184.14

176080	Pacific Grove, Castroville.	19.98	722	21.98	19.98	aplt. 25 by 8, 6 out and 7 in, Pacific Grove and Castroville, 18 m.; c. p. 21 out, 27 in, 19.98 m.	30.50	73.58	1,465.45
176081	San Francisco, Santa Cruz.	82.72	1,211	18.08	82.72	aplt. (average) 17 by 8, 13 t. a. w., San Francisco and Santa Cruz, 82 m.; c. p. 37 out and 75 in, San Francisco and Alameda Mole, 3 m.; 62 out and 88 in, thence to 14th st., Oakland, 4.50 m.; 18 out and 6 in, thence to Alameda, 3.60 m.; 6 t. a. w., thence to San Jose, 37 m.; 7 t. a. w., thence to Campbell, 4 m.; 6 t. a. w., thence to Los Gatos, 5 m.; 0 t. a. w., thence to Felton, 18.20 m.; 12 t. a. w., thence to Santa Cruz, 7.42 m.	24.09	94.06	7,779.81
176082	(Port Costa, Goshen, Los Angeles)	208.48 243.52 (452.00)	5,610	25.58	208.48 243.52 (452.00)	r. p. o. run (average) 53 by 9, 7 t. a. w., Port Costa and Tracy, 51.08 m.; 0 t. a. w., thence to Fresno, 123.40 m.; 7 t. a. w., thence to Surrey, 245 m.; 14 t. a. w., thence to Los Angeles, 32.51 m.; r. p. o. authorized, 1.1.50 ft., Port Costa and Tracy, 51.08 m.; Tracy and Fresno, 123.40 m., none; 1.1.50 ft., Fresno and Surrey, 245 m.; 1.1.50 ft. and 1.1.40 ft., Surrey and Los Angeles, 32.51 m.; apt. (average) 26 by 9, 14 out, 21 in, Port Costa and Avon, 6.98 m.; 7 out, 14 in, thence to Tracy, 44.10 m.; 14 t. a. w., thence to Lathrop, 11.09 m.; 14 t. a. w., thence to Fresno, 112.31 m.; 7 t. a. w., thence to Bakersfield, 107.39 m.; 7 t. a. w., thence to Sawgus, 137.61 m.; 14 t. a. w., thence to Los Angeles, 32.51 m.; c. p. 14 t. a. w., Port Costa and Avon, 6.99 m.; 7 t. a. w., thence to Tracy, 44.10 m.; 7 in, thence to Fresno, 123.40 m.; 7 out, thence to Goshen, 33.99 m.; 7 in, thence to Bakersfield, 73.40 m.; 0 t. a. w., thence to Burbank, 159.21 m.; 6 t. a. w., thence to River Station, 9.01 m.; 6 out, thence to Los Angeles, 1.90 m.; Goshen and Los Angeles, 243.32 m.; land grant; r. p. o. pay \$13.95.35 per annum, being \$40 per mile for 51.08 miles, \$40 per mile for 240 miles, and \$65 per mile for 32.51 miles.	18.86 { 176.99 141.59 }	71,878.87	
176083	Vacant.	20.94	330	19.39	20.94	c. p. 20 out and 21 in, Gilroy and Hollister, 14.54 m.; 13 out and 14 in, thence to Tres Pinos, 6.40 m.; all land grant.	18.36	41.04	859.37
176084	Gilroy, Tres Pinos.	59.49	537	17.82	59.49	apt. 10 by 9, 7 t. a. w., Peters and Oakdale, 18.60 m.; no apt. residue; 14 t. a. w., Peters and Oakdale, 18.70 m.; 7 t. a. w., thence to Merced, 40.79 m.	8.87	64.98	3,865.66
176085	Peters, Merced.	1.55	595	6	1.55	c. p. 23 out and 13 in, South Vallejo Wharf (n. o.) and North Vallejo Wharf (n. o.), 1.55 m.	20.50	67.55	104.70
176086	South Vallejo Wharf (n. o.), North Vallejo Wharf (n. o.).	21.41	74	17.14	21.41	c. p. 6 t. a. w., Oceanside and Fallbrook, 21.41 m.	6	42.75	915.27
176087	Vacant.	26.50	65	21.33	26.50	c. p. 6 out and 13 in, Glenellen and Eldridge, 1.49 m.; 13 t. a. w., thence to Ignacio, 25.01 m.	12.80	42.75	1,132.87
176088	Oceanside, Fallbrook.	67.15	280	16	67.15	apt. 10 by 8, 6 t. a. w., San Luis Obispo and Los Olivos, 65.80 m.; c. p. 8 t. a. w., 67.15 m.	14	47.08	3,158.06
176089	Glenellen, Ignacio.	11.35	10	20	11.35	c. p. 7 t. a. w., San Luis Obispo and Port Harford, 11.35 m.	7	42.75	485.21
176090	San Luis Obispo, Los Olivos.	240.61	13,568	23.24	240.61	r. p. o. run, 60 by 9, 7 t. a. w., Barstow and Needles, 169.30 m.; r. p. o. authorized, 1.1.40 ft., Barstow and Needles, 169.30 m.; (r. p. o. pay not adjusted); apt. (av.), 31 by 9, 7 t. a. w., 240.50 m.; c. p. 7 t. a. w., Mojave and Kramer, 38.16 m.; 14 t. a. w., thence to Barstow, 38.10 m.; 7 out, thence to Needles, 169.35 m.; all land grant.	39.59	209.98	50,523.28
176091	San Luis Obispo, Port Harford.	27	648	15.78	27	c. p. Lodi and Valley Springs, 27 m.	14	70.11	1,892.97
176092	Mojave, Needles.								
176093	Lodi, Valley Springs.								

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
176044	CALIFORNIA—cont'd. Arcata, Hydesville...	Eel River and Eureka R. R. Co.	84.97	1,064	17.92	apt. 13 by 9, 13 t. a. w., Eureka and Alton, 23.75 m.; 6 t. a. w., thence to Hydesville, 2.87 m.; c. p. 12 t. a. w., Arcata and Eureka, 8.30 m.; 0 t. a. w., thence to Alton, 23.75 m.; 7 t. a. w., thence to Hydesville, 2.87 m.; route restated. c. p. 19 out, 13 in, Felton and Boulder Creek, 8.15 m.....	12.76	88.07	3,079.80
176045	Felton, Boulder Creek.	Southern Pacific Co..	8.15	183	21.02	c. p. 14 t. a. w., Yreka and Montague, 7.91 m.....	16	42.76	348.41
176046	Yreka, Montague....	Yreka R. R. Co.....	7.91	648	16.80	c. p. 6 t. a. w., Sweetwater Junction (n. o.) and Sunnyside, 4.70 m....	14	70.11	554.57
176047	Sweetwater Junction (n. o.), Sunnyside.	Clay Rwy. Co.	4.70	39	16	c. p. 14 t. a. w., Colusa and Colusa Junction (n. o.), 9.89 m., 7 t. a. w., thence to Sites, 12.28 m.	6	42.76	200.92
176048	Colusa, Sites.....	Colusa and Lake R. R. Co.	22.17	118	16.69	c. p. 7 t. a. w., Campbell and New Almaden, 12.94 m.....	10.12	42.76	947.76
176049	Campbell, New Almaden.	Southern Pacific Co..	12.94	71	21.66	c. p. 7 t. a. w., Kramer and Johannesburg, 29.66 m.....	7	42.76	553.18
176050	Kramer, Johannesburg.	Randsburg Rwy. Co..	29.66	249	17.40	c. p. 7 t. a. w., Kramer and Johannesburg, 29.66 m.....	7	46.17	1,389.40
176051	Surrey, Surf.....	Southern Pacific Co..	146.50	4,691	27.14	r. o. run 50 by 9, 7 t. a. w., 146.50 m.; r. p. o. authorized, 1.1. 40 ft., Surrey and Surf, 146.50 m.; apt. 30 by 9, 7 t. a. w., 146.50 m.; c. p. 7 in. Surrey and Montalvo, 45.40 m.; 7 in. thence to Ventura, 5.20 m. 0 t. a. w., thence residue, 96 m.; route restated; r. p. o. pay \$3,692.50 per annum, being \$25 per mile for 146.50 m. c. p. 7 t. a. w., Truckee and Tahoe, 15 m.....	15.20	165.87	24,299.95
176052	Truckee, Tahoe.....	Lake Tahoe Rwy and Transportation Co.	15.00	175	18.09	r. p. o. 69 by 9, 7 t. a. w., Barstow and Los Angeles, 141.12 m.; r. p. o. authorized; 1.1. 40 ft. (r. p. o. pay not adjusted); apt. (av.), 22 by 9, 7 t. a. w., Barstow and Highland Junction, 79.43 m., 21 t. a. w., thence to Los Angeles, 61.69 m.; c. p. 0 t. a. w., Barstow and Azusa, 116.90 m., 6 t. a. w., thence to Los Angeles, 24.26 m.	7	42.76	641.25
176053	Barstow, Los Angeles.	Southern California Rwy. Co.	141.16	15,624	27.01	c. p. 14 t. a. w., Berendo and Raymond, 21.23 m. c. p. 14 t. a. w., Berendo and Raymond, 21.23 m. apt. (ave.), 17 by 9, 13 t. a. w., Highgrove and Riverside, 3.27 m., 7 t. a. w., thence to Orange, 37.55 m.; c. p. 19 out and 6 in, Highgrove and Riverside, 3.40 m., 6 t. a. w., thence to Orange, 37.56 m.; route restated.	21.14	293.86	40,069.67
176054	Berendo, Raymond...	Southern Pacific Co..	21.23	255	18.82		14	46.17	980.18
176055	Highgrove, Orange....	Southern California Rwy. Co.	41.26	685	22		13.98	71.82	2,983.29
176056	San Bernardino, Highland Junction (n. o.).	Southern California Rwy. Co.	26.17	915	22.55		14	81.23	2,126.78

176057	Oceanside, Escondido	22.74	245	15.08	c. p. 6 t. a. w., Oceanside and Escondido, 22.74 m.	6	45.32	1,080.87
176058	Los Angeles, Redondo	22.60	112	82.89	c. p. 13 t. a. w., Los Angeles and Redondo, 22.60 m.	13	42.75	981.87
176059	Perris, San Jacinto	19.65	317	21.30	c. p. 14 by 9, 6 t. a. w., Perris and San Jacinto, 19.65 m.	7, 60	50.45	991.84
176060	Napa Junction, Santa Rosa	37.46	710	28.27	c. p. 17 by 9, 13 t. a. w., Napa Junction and Santa Rosa, 37.46 m.	14	72.68	2,722.66
176061	San Diego, Tia Juana	19.11	333	14.01	c. p. 1 t. a. w., Napa Junction and Santa Rosa, 37.46 m.	13, 61	52.16	996.77
176062	Calwa Junction (n. o.), Corcoran	68.60	1,127	32.70	c. p. 19 out, 18 in, San Francisco and Sweetwater Junction, 8.10 m.; 13 out, 12 in, thence to Nester, 6.80 m.; 6 t. a. w., thence to Tia Juana, 4.21 m.	14	90.68	6,217.21
176063	Los Angeles, National City	133.46	3,657	30.21	c. p. 14 by 9, 7 t. a. w., Calwa Junction and Corcoran, 68.20 m.; c. p. 7 t. a. w., 68.60 m. Route restated.	16, 70	151.34	20,200.86
176064	Vacant				apt. (ave.) 20 by 9, 14 t. a. w., Los Angeles and San Diego, 123.44 m.; c. p. 13 t. a. w., Los Angeles and Orange, 31.58 m.; 0 t. a. w., thence to San Diego, 94.91 m.; 7 t. a. w., thence to National City, 7.04 m. Route restated.	12, 25	172.71	25,436.72
176065	Tracy, Armona	147.28	5,160	34.55	r. p. o. run, 54 by 9, 7 t. a. w., Tracy and Colla; r. p. o. authorized, 1 f. 50 ft., Tracy and Colla, 110.60 m.; apt. 24 by 9, 7 t. a. w., Tracy and Armona, 146.97 m.; r. p. o. pay \$4,424 per annum, being \$40 per mile for 110.60 m.	11, 32	45.32	3,150.64
176066	Fresno, Porterville	66.52	236	19.83	apt. 18, 9 by 9 (ave.), 7 t. a. w., 69.30 m.; c. p. 6 t. a. w., Fresno and Dinuba, 29.82 m.; 0 t. a. w., thence to Exeter, 22.30 m.; 7 t. a. w., thence to Porterville, 17.40 m.	19	44.46	306.77
176067	Vacant				c. p. 19 t. a. w., Studebaker Station and Whittier, 6.30 m.	6	42.75	742.14
176068	Studebaker Station (n. o.), Whittier	6.90	234	24.40	c. p. 6 t. a. w., Willow and Fruto, 17.36 m.	9, 97	66.69	1,051.03
176069	Willow, Fruto	17.36	50	14.57	apt. 13 by 8, 7 t. a. w., Alton and Scotia, 7.30 m.; no. apt. res.; c. p. 6 t. a. w., Alton and Scotia, 7.92 m.; 7 t. a. w., thence to Pepperwood, 7.99 m.; route restated.	13, 50	43.61	817.48
176070	Alton, Pepperwood	15.91	560	15.66	c. p. 13 out 14 in, Santa Rosa and Sebastopol, 7.23 m.	14	62.42	1,277.73
176071	Santa Rosa, Sebastopol	7.23	218	17.	apt. 20 by 9, 7 t. a. w., 19.70 m.; c. p. 7 t. a. w., 20.47 m.; route restated.	13	42.75	73.95
176072	Avon Station (n. o.), San Ramon	20.47	487	16.36	c. p. 19 t. a. w., Bay Junction and Eastland, 1.73 m.	11, 86	63.27	3,265.99
176073	Bay Junction (n. o.), Eastland	1.73	74	20.	apt. 17 by 9, 13 t. a. w., San Bernardino and Highgrove, 6.67 m.; 6 t. a. w., thence to Perris, 18.19 m.; c. p. 19 out, 12 in, San Bernardino and Highgrove, 6.67 m.; 6 t. a. w., thence to Perris, 18.19 m.; 9 out, 6 in, thence to Eishore Junction, 11.72 m.; 6 t. a. w., thence to Temecula Station, 15.04 m.	6	42.75	1,051.05
176074	San Bernardino, Temecula Station	51.62	491	23.40	c. p. 6 t. a. w., Fresno and Pollasky, 24.82 m.	41, 89	63.27	719.37
176075	Fresno, Pollasky	24.82	86	12.80	apt. 12 by 9, 6 t. a. w., Riverside and Colton, 7.60 m.; no apt. res.; c. p. 34 t. a. w., Riverside and Colton, 7.69 m.; 46 t. a. w.; thence to San Bernardino, 3.66 m.	6	42.75	758.81
176076	Vacant				c. p. 6 t. a. w., Los Angeles and Redondo, 17.75 m.			
176077	Vacant							
176078	Riverside, San Bernardino	11.37	495	15.				
176079								
176080	Los Angeles, Redondo	17.75	82	20.40				
176081	Vacant							

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for R. P. O. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
	CALIFORNIA—cont'd.		Miles.	Pounds.				Dollars.	Dollars.
176082	Los Angeles, Terminal.	San Pedro, Los Angeles and Salt Lake R. R. Co.	26.00	468	29.47	apt. 6 by 8, 13 t. a. w., Los Angeles and Terminal, 26 m.; route restated.	13	61.56	1,600.56
176083	San Diego, Foster.	San Diego, Guymaca and Eastern Rwy. Southern Pacific Co..	26.13	407	19.83	c. p. 13 t. a. w., San Diego and Foster, 26.13 m.	13	57.29	1,496.98
176084	Brynmawr, Craftonville.		7.31	285	17.89	apt. 18 by 9, 7 t. a. w., Brynmawr and Craftonville, 7.20 m.; c. p. 20 t. a. w., Brynmawr and Redlands, 3.20 m., 6 t. a. w., thence to Craftonville, 4.11 m.	19.12	48.74	356.28
176085	Blake, Manvel.	Atchison, Topeka and Santa Fe Rwy. Co.	29.39	145	14.11	c. p. 3 t. a. w., Blake and Manvel, 29.39 m.	3	42.75	1,256.42
176086	Vacant.								
176087	San Diego, La Jolla.	San Diego, Pacific Beach and La Jolla Rwy. Co.	14.41	88	17.74	c. p. 19 t. a. w., San Diego and La Jolla, 14.41 m.	19	42.75	616.02
176088	Vacant.								
176089	Surf, Lompoc.	Southern Pacific Co..	10.35	196	16.61	c. p. 21 t. a. w., Surf and Lompoc, 10.35 m.	21	42.75	442.46
176090	Cuba, Clarville.	Sierra Valleys Rwy. Co.	31.05	267	13.71	c. p. 6 t. a. w., Cuba and Clarville, 31.05 m.	6	47.03	1,460.28
176091	Bassett (n. o.), Pomona.	Southern Pacific Co..	17.79	132	24.72	apt. 16 by 9 (ave.), 13 t. a. w., Bassett (n. o.) and Pomona, 17.68 m.	13	42.75	760.52
176092	Elsinore Junction (n. o.), Elsinore.	Southern California Rwy. Co.	2.14	75	15	c. p. 12 t. a. w., Elsinore Junction and Elsinore, 2.14 m.	12	42.75	91.48
176093	Vacant.								
176094	Loara Station (n. o.), Los Alamitos.	Southern Pacific Co..	9.49	53	16	c. p. 12 t. a. w., Loara Station and Los Alamitos, 9.49 m.	12	42.75	406.69
176095	San Francisco (Station D), Kern Junction (n. o.).	Atchison, Topeka and Santa Fe Rwy. Co.	314.03	3,455	27.51	apt. 23 by 9, 7 t. a. w., San Francisco and Fresno, 201.11 m.; 21 t. a. w., thence to Calwa Junction, 2.95 m.; 14 t. a. w., thence to Corcoran, 44.21 m.; 7 t. a. w., thence to Kern Junction (n. o.), 65.76 m.; c. p. 21 t. a. w., San Francisco and Le Grande, 137.84 m.; 14 t. a. w., thence to Calwa Junction, 46.22 m.; 7 t. a. w., thence to Hanford, 27.29 m.; 7 out, thence to Corcoran, 16.92 m.; 14 out, 7 in, thence to Bakersfield, 63.29 m.; 10 t. a. w., thence to Kern Junction, 2.47 m.; route restated.	23.72	148.77	46,718.24
176096	Montalvo, Moorpark.	Southern Pacific Co..	24.03	141	10.52	c. p. 21 t. a. w., Montalvo and Oxnard, 4.66 m.; 7 t. a. w., thence to Moorpark, 19.37 m.	9.71	42.75	1,027.28

176097	Oakdale, Tuolumne..	Sierra Rwy. Co. of California.	56.87	844	16.28	apt. 10 by 9.7 t. a. w., Oakdale and Tuolumne, 56.77 m.; route restated.	7	78.66	4,478.39
176098	Burbank, Chatsworth	Southern Pacific Co...	21.75	120	15.27	c. p. 5 t. a. w., Burbank and Chatsworth, 21.75 m	6	42.75	929.81
176099	Kern, McKittrick...	Eureka and Kilauea	48.38	81	17.45	c. p. 7 t. a. w., Kern and McKittrick, 48.38 m	7	42.75	2,066.10
176100	Mad River Station (n. o.), Samoa.	Mad River R. R. Co.							
176101	Pomona Junction (n. o.), Ontario.	Southern Pacific Co...	10.02	67	28.33	apt. 16 by 9 (av.), 13 t. a. w., Pomona Junction and Ontario, 9.78 m...	13	42.75	428.35
176102	Vacant.								
176103	Mojave, Kern Junction (n. o.).	Santa Fe Pacific R. R. Co.	67.07	2,603	19.97	apt. 31 by 9.7 t. a. w., Mojave and Kern Junction (n. o.), 67.01 m.; c. p. 7 t. a. w., Mojave and Kern Junction (n. o.), 67.07 m.; lap over 176092; new from July 1, 1902.	14	28.21	1,892.04
176104	Boca, Beckwith.....	Boca and Loyaltan R. R. Co.	39.19	234	12.31	c. p. 6 t. a. w., Boca and Beckwith, 39.19 m	6	44.46	1,742.35
176105	Fairoaks Junction (n. o.), Fairoaks.	Southern Pacific Co...	2.90	67	24	c. p. 13 t. a. w., Fairoaks Junction and Fairoaks, 2.90 m	13	42.75	123.97
176106	Vacant.								
176107	Arcata, Korbel	Arcata and Mad River R. R. Co.	12.13	368	10.86	c. p. 12 t. a. w., Arcata and Korbel, 12.13 m., route restated.	12	54.72	663.75
176108	Kern Junction (n. o.), Pioneer.	Sunset R. R. Co.....	39.36	.66	11.14	c. p. 3 t. a. w., Kern Junction and Pioneer, 39.36 m.; Kern Junction (n. o.) and Gosford Station (n. o.), 9.08 m., lap service over 176099.	3	42.75	1,294.47
176109	Tuolumne, Nashton..	Heich-Hetchy and Yosemite Valleys Rwy. Co. of California.	11.75	55	7.33	c. p. 6 t. a. w., Tuolumne and Nashton, 11.75 m	6	42.75	502.31
176110	Vacant.								
176111	Ukiah, Willits	California Northwestern Rwy. Co.	26.20	1,210	16.42	c. p. 7 t. a. w., Ukiah and Willits, 26.20 m	7	94.05	2,464.11
	ALASKA.								
178001	Skagway, White Pass (n. o.).	Pacific and Arctic Rwy. and Navigation Co.	19.79	1,635	13	c. p., 7 t. a. w., Skagway and White Pass (n. o.). Weighed for 30 days from May 20, 1902.	7	112.01	2,216.67
	HAWAII.								
180001	Honolulu, Kahuku...	Oahu Railroad and Land Co.	71.30	164	.....	c. p., 12 t. a. w., Honolulu and Kahuku, 71.30 m. Weighed for 30 days from Mar. 5, 1902.	12	42.75	3,048.07
180002	Wailuku, Paia.....	Kahului R. R. Co	9.08	209	.....	c. p., 13 t. a. w., Wailuku and Kahului, 2.70 m.; 13 out, 12 in, thence to Paia, 6.38 m. Weighed for 30 days from Mar. 10, 1902.	12.64	42.75	388.17

I.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from June 30, 1836, to June 30, 1902.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836.		a 1,878,296			
June 30, 1837.	974	a 1,793,024	a 8307,444		
June 30, 1838.		a 2,356,852	a 494,123		
June 30, 1839.		a 3,396,055	a 520,602		
June 30, 1840.		a 3,889,053	a 595,358		
June 30, 1841.		a 3,946,450	a 585,843		
June 30, 1842.	3,091	a 4,424,262	432,568	2,117	
June 30, 1843.		a 5,692,402	a 733,637		
Nov. 4, 1843.	3,714	(a)	531,752	623	
June 30, 1844.		a 5,747,355	a 802,006		
June 30, 1845.		a 6,484,592	a 843,430		
Oct. 31, 1845.	4,092	(a)	587,769		
June 30, 1846.		a 7,781,828	a 870,570		
Nov. 1, 1846.	4,402		587,769	310	
June 30, 1847.		4,170,403	597,475		
Nov. 1, 1847.	4,735		597,923	333	
June 30, 1848.		4,327,400	564,192		
Oct. 1, 1848.	4,957		587,204	222	
June 30, 1849.	5,497	4,861,177	635,740	540	
June 30, 1850.	6,886	6,524,593	818,227	1,389	
June 30, 1851.	8,255	8,364,503	985,019	1,869	
June 30, 1852.	10,146	11,082,768	1,275,520	1,691	
June 30, 1853.	12,415	12,986,705	1,601,329	2,269	
June 30, 1854.	14,440	15,433,389	1,758,610	2,025	
June 30, 1855.	18,383	19,202,469	2,073,089	8,893	
June 30, 1856.	20,323	21,809,296	2,310,389	1,990	
June 30, 1857.	22,580	24,267,944	2,559,847	2,207	
June 30, 1858.	24,431	25,768,452	2,828,301	1,901	
June 30, 1859.	26,010	27,268,384	3,243,974	1,579	
June 30, 1860.	27,129	27,658,749	3,349,662	1,119	
May 31, 1861.	16,886	b 5,701,093	b 978,910		6,886
June 30, 1861.	22,018	23,116,823	2,543,709	1,775	
June 30, 1862.	21,388	22,777,219	2,498,115		680
June 30, 1863.	22,152	22,871,558	2,588,517	814	
June 30, 1864.	22,616	23,301,942	2,567,044	464	
June 30, 1865.	23,401	24,087,568	2,707,421	785	
June 30, 1866.	32,092	30,609,467	3,391,592	c 8,691	
June 30, 1867.	34,015	32,437,900	3,812,600	1,923	
June 30, 1868.	36,018	34,886,178	4,177,126	2,003	
June 30, 1869.	39,537	41,399,284	4,723,680	3,519	
June 30, 1870.	43,727	47,551,970	5,128,901	4,190	
June 30, 1871.	49,834	55,557,048	5,724,979	6,107	
June 30, 1872.	57,911	62,491,749	6,502,771	8,077	
June 30, 1873.	63,457	65,621,445	7,257,196	5,546	
June 30, 1874.	67,734	72,460,545	9,113,190	4,277	
June 30, 1875.	70,983	75,154,910	9,216,518	2,349	
June 30, 1876.	72,348	77,741,172	9,543,134	2,265	
June 30, 1877.	74,546	85,358,710	d 9,053,036	2,198	
June 30, 1878.	77,120	92,120,395	e 9,566,595	2,574	
June 30, 1879.	79,991	93,092,992	e 9,067,590	2,871	
June 30, 1880.	85,320	96,497,463	10,498,986	5,329	
June 30, 1881.	91,509	103,521,229	11,613,368	6,249	
June 30, 1882.	100,563	113,995,318	12,753,184	8,994	
June 30, 1883.	110,208	129,198,641	13,887,800	9,645	
June 30, 1884.	117,100	142,541,332	15,012,003	6,962	
June 30, 1885.	121,032	151,910,845	16,627,983	3,872	
June 30, 1886.	123,933	165,699,359	17,396,512	2,901	
June 30, 1887.	130,949	169,689,866	18,056,272	7,016	
June 30, 1888.	143,713	185,485,783	19,524,969	12,764	
June 30, 1889.	150,381	204,192,489	21,639,613	6,668	
June 30, 1890.	154,779	215,715,680	23,395,232	4,398	
June 30, 1891.	159,518	228,719,900	25,183,713	4,739	
June 30, 1892.	162,576	239,731,509	27,126,529	3,658	
June 30, 1893.	166,952	252,750,574	28,910,195	4,376	
June 30, 1894.	169,768	264,717,595	30,358,190	2,816	
June 30, 1895.	171,212	267,117,737	31,205,342	1,444	
June 30, 1896.	172,794	268,806,324	32,405,797	1,581	
June 30, 1897.	173,475	273,190,356	33,876,321	681	
June 30, 1898.	174,777	281,685,612	34,703,847	1,592	
June 30, 1899.	176,727	287,591,269	36,117,876	1,950	
June 30, 1900.	179,982	297,256,303	37,793,982	3,256	
June 30, 1901.	183,359	302,613,325	38,519,624	3,877	
June 30, 1902.	187,130	312,521,478	39,953,608	3,771	

a Railroad and steamboat service combined; no separate report.

b Decrease caused by the discontinuance of service in the Southern States.

c Increase attributable in part to the resumption of service in the Southern States.

d Decrease in cost caused by reduction in the rate of pay under act of July 12, 1876.

e Decrease in cost caused by reduction in the rate of pay under act of June 17, 1878.

K.—Increase and decrease in star, special office, mail-messenger, regulation, screen, or other wagon service, and electric and cable car service during the year ended June 30, 1902.

States and Territories	Star service.				Special office service.					
	Length of routes.		Distance traveled per annum.		Annual rate of expenditure.		Length of routes.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
<i>Maine.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
New Hampshire	123.64		6,787.04	70,841.68	31,238.68		44.77		7,762.16	
New Jersey	27.32		1,199.12		14,811.08		7.50			
New York	39.99				18,766.07					
North Carolina	53.98				15,658.83		13		4,108	
Ohio	25.68		37,722.88		1,097.76				882	
Oregon	22.68		38,668.88		7,062.57		2		624	
Rhode Island	43.22		22,825.68		69,566.40		18.52		21,186.88	
South Carolina	789.20		396,100.64		11,408.28		5.25		1,638	
Texas	46.90		25,688		86,613.46					
Vermont	278.40		79,769.04		914.06					
Virginia	97.08		65,562.24		8,271.76		6.50		205.92	
Washington	380.58		208,800.48		70,789.37		8.25		2,028	
West Virginia	56.16		186,800.16		58,462.20		170.18		2,574	
	56.16						23.06		58,096.16	

K.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, etc.—Continued.

States and Territories.	Star service.				Special office service.			
	Length of routes.		Distance traveled per annum.		Length of routes.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Arkansas.....		122.37	17,439.32	1,236.75	59		27,789	
Louisiana.....		133.17	8,017.36	1,023.44	2,110		73,536.20	
Texas.....		306.85	15,571.92	6,294.45	331.50		48,542	
Indian Territory.....	79.56		29,454.08	2,699.49	100.25		49,948	
Oklahoma.....		251.40	116,492.48	2,978.91	985.25	12	418,470	
Kansas.....		590.02	300,416.48					
Nebraska.....		151.93	76,917.28	78.44	106.48		32,908.76	2,486
South Dakota.....		194.82	33,932.16	55.87				
North Dakota.....	44.49		16,709.68		22.25	8.25		676
Montana.....		38.50	19,173.44	1,878.81	324.40		4,623	
Wyoming.....	27.48		64,663.04	2,361.76		117	67,475.20	
Colorado.....	155.10					47		
New Mexico.....	43.25				129.50		94,164	
Arizona.....		39,549.12		3,976.11			28,712	
Utah.....		87,648		2,549.70	76		11,232	
Idaho.....		82.94		572.42	58		12,876	
Washington.....		172.48	31,649.28	1,355.13	59.50		101,478	
Oregon.....	134.24		60,457.28	2,620.16	825.25	98.50		30,782
Nevada.....		45.22	10,983.44	3,205.11	3		624	
California.....		158.55	101,965.76	288.00	30.12		9,897.44	
Alaska.....	2,258			82,594.00		3,206		76,944
Hawaii.....	581.20			19,588.00	9.50		2,564	
Total.....	3,323.32	2,365.23	879,272.16	78,504.69	2,682.10	3,483.75	870,963.60	149,848
Net increase.....	4,847.68	12,164.89	1,422,741.92	551,465.93			1,067,647.86	412,590.48
Net decrease.....		7,617.21	4,317,316.56	442,356.72		1,244.95	655,056.88	

K.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, etc.—Continued.

States and Territories.	Steamboat service.				Railroad service.			
	Length of routes.		Distance traveled per annum.		Length of routes.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Miles.	Dollars.	Miles.	Miles.	Miles.	Dollars.
Arkansas.....								
Louisiana.....			9,490	875.00		66,431.04		11,388.64
Texas.....						55,511.04		4,158.02
Indian Territory.....						230,762.48		11,562.02
Oklahoma.....						4,467.84		369.44
Kansas.....						276,106.12		18,061.81
Nebraska.....						26,156.16		8,566.29
South Dakota.....						25,863.87		12,621.46
North Dakota.....						286,260.46		3,528.78
Montana.....						37,990.16		28,896.43
Wyoming.....								11,068.20
Colorado.....								
New Mexico.....						47,099.62		3,850.81
Arizona.....						149,686.28		10,248.03
Utah.....						25,864.80		1,621.43
Idaho.....						28,692.72		2,021.21
Washington.....	448.50		250,641.20	4,967.88		66,807.04		4,008.41
Oregon.....						76.18		2,024.70
Nevada.....						47.48		2,029.76
California.....	13,105		130,862	17,283		16,687.62		6,624.60
Alaska.....	14,313		656,810	68,160.00		12,846.96		
Hawaii.....	14,761.50	13,105	806,351.20	78,127.83	18,138.00	2,529.10	1,862,028.04	3,574.82
Total.....	15,069.25	14,701.80	1,004,548.88	88,250.83	32,964.80	3,671.69	785,162.84	1,447,722.21
Net increase.....	367.96		764,139.94	55,265.73		3,771.19	9,908,158.41	1,438,968.66
Net decrease.....								

K.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, etc.—Continued.

States and Territories.	Electric and cable car service.				Summary of totals.			
	Length of routes.		Annual rate of expenditure.		Length of routes.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Miles.	Dollars.
Arkansas.....					178.63		66,761.76	18,157.72
California.....	14.30		1,681.84		114.09	26.06	109,812.76	8,877.40
Colorado.....					248.98		311,440.82	28,244.27
Connecticut.....					1,161.06		92,745.12	8,651.43
Delaware.....							604,159	24,448.47
District of Columbia.....	6.28		639.78		630.21		291,523.72	8,242.88
Florida.....					58.60		28,265.07	13,698.73
Georgia.....					122.67		28,828.28	4,160.88
Idaho.....					478.41			80,880.69
Illinois.....					410.71		209,773.20	10,241.31
Indiana.....							88,765.40	
Iowa.....							86,222.16	768.42
Kansas.....					175.84		64,074.45	14,851.64
Kentucky.....					525.32		224,922.68	4,896.18
Louisiana.....					161.20		87,770.80	2,846.38
Maine.....					48.85		55,280.14	8,928.28
Maryland.....					88.41		61,912.64	6,253.81
Massachusetts.....					680.60		255,294.96	5,396.43
Michigan.....					87.71	48.78	49,168.74	
Minnesota.....							10,653.92	11,076.26
Mississippi.....					62.44		152,824.88	15,256.00
Missouri.....					14,032.82		162,824.88	96,469.32
Montana.....					15,137.16		786,868.12	
Nebraska.....					19,667.46	15,174.74	2,999,786.54	290,834.35
Nevada.....					20,519.11	24,778.97	12,178,764.84	2,113,803.41
New Hampshire.....								
New Jersey.....							8,068,628.81	2,094,442.74
New Mexico.....							4,269,864	
New York.....								
North Carolina.....								
North Dakota.....								
Ohio.....								
Oklahoma.....								
Oregon.....								
Pennsylvania.....								
Rhode Island.....								
South Carolina.....								
South Dakota.....								
Tennessee.....								
Texas.....								
Vermont.....								
Virginia.....								
Washington.....								
West Virginia.....								
Wisconsin.....								
Wyoming.....								
Total.....	33	16.56	112,731.60	23,186.47	787.13		626,207.48	1,021.90
Net increase.....	578.77	27.69	1,085,013.84	89,665.28	4,381.75		2,113,803.41	19,360.67
Net decrease.....	551.18		945,348.56				2,094,442.74	

L.—Division of inspection—Deductions, fines, and remissions under orders issued during the year ended June 30, 1902.

STAR SERVICE.

States.	Deductions.	Remissions.	Fines.	Remissions.
Maine.....	\$340.79	.....	\$22.25	\$0.50
New Hampshire.....	15.72	.....	161.50	18.50
Vermont.....	133.52	.....	8.25	.....
Massachusetts.....	70.46	\$0.46	2.00	.....
Rhode Island.....	23.38	.....	.....	.....
Connecticut.....	133.79	6.07	52.50	.....
New York.....	2,477.69	64.81	64.00	.....
New Jersey.....	200.27	.86	3.50	.....
Pennsylvania.....	1,577.57	7.31	701.00	55.50
Delaware.....	54.39	.....	2.00	.....
Maryland.....	214.12	1.60	82.75	75.50
Virginia.....	2,061.68	2.29	201.50	115.00
West Virginia.....	2,552.36	4.27	288.50	.....
	10,360.59	87.67	1,599.75	265.00
North Carolina.....	3,087.56	9.86	1,081.25	101.25
South Carolina.....	878.49	1.01	191.25	.....
Georgia.....	1,639.28	2.97	549.00	82.00
Florida.....	653.44	14.54	208.00	74.00
Porto Rico.....	1,873.28	.....	139.25	.....
Alabama.....	2,252.83	11.63	706.25	96.75
Mississippi.....	2,337.54	15.17	1,159.25	138.66
Tennessee.....	2,521.45	9.72	261.00	.....
Kentucky.....	3,080.57	10.73	585.50	39.00
	18,324.44	75.65	4,875.75	531.66
Ohio.....	854.33	38.61	242.50	20.25
Indiana.....	316.74	1.12	99.00	.....
Illinois.....	470.10	8.89	123.50	.....
Michigan.....	386.81	6.25	17.75	.....
Wisconsin.....	272.53	6.35	51.75	.50
Minnesota.....	2,300.62	9.00	208.25	.....
Iowa.....	327.11	.....	102.75	.....
Missouri.....	969.87	13.20	433.00	1.00
	5,897.11	83.42	1,278.50	21.75
Arkansas.....	1,738.34	1.43	847.75	198.50
Louisiana.....	717.58	.....	182.00	1.00
Texas.....	2,575.38	11.45	1,638.50	176.82
Indian Territory.....	384.22	2.20	109.75	.....
Oklahoma.....	1,026.78	.....	800.25	.....
Kansas.....	644.43	10.90	125.25	.....
Nebraska.....	363.76	3.57	850.25	4.50
South Dakota.....	1,029.66	25.14	311.25	10.00
North Dakota.....	738.59	2.75	485.75	.....
Montana.....	459.58	1.42	501.25	12.00
Wyoming.....	560.16	41.63	323.50	8.00
Colorado.....	200.29	.56	279.75	.....
New Mexico.....	211.44	.....	12.00	.....
Arizona.....	201.83	21.28	78.00	.....
Utah.....	12.77	51	437.75	365.00
Idaho.....	377.07	47.26	167.50	15.00
Washington.....	145.55	.....	214.25	25.00
Oregon.....	539.71	7.79	912.50	60.00
Nevada.....	257.14	12.56	601.00	20.19
California.....	399.11	58.84	933.50	39.50
Alaska.....	35,479.43	20,208.15	356.00	.....
Hawaii.....	85.97	19.58	1.75	.....
	49,703.84	20,477.07	10,130.50	930.51
Total.....	84,285.98	20,723.81	17,874.50	1,748.92

STEAMBOAT SERVICE.

Maine.....	\$117.38	.....	\$8.50	\$1.00
New Hampshire.....	.....	.....	3.00	.....
Vermont.....	.....	.....	.....	.....
Massachusetts.....	979.43	\$19.02	.....	.....
Rhode Island.....	71.54	.....	98.00	.....
Connecticut.....	.....	.....	.....	.....
New York.....	322.21	66.22	13.00	.....
New Jersey.....	.....	.....	.....	.....
Pennsylvania.....	.....	.....	.....	.....

L.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

STEAMBOAT SERVICE—Continued.

States.	Deductions.	Remissions.	Fines.	Remissions.
Delaware				
Maryland	\$1,768.41		\$71.00	
Virginia	809.49		58.75	
West Virginia	50.00		12.50	
	4,118.51	\$85.24	259.75	\$1.00
North Carolina	487.50		5.00	
South Carolina	59.96		14.50	
Georgia	3.80	1.90		
Florida	248.44	16.91	1,386.00	45.38
Porto Rico	2,686.10	298.61	622.00	
Alabama	4.94			
Mississippi	50.72			
Tennessee	1,011.98		\$77.50	
Kentucky	2,057.05		240.00	
	6,910.44	317.42	2,595.00	45.38
Ohio				
Indiana				
Illinois				
Michigan	41.74	23.18		
Wisconsin				
Minnesota				
Iowa				
Missouri				
	41.74	23.18		
Arkansas	1,886.06	58.83	109.50	30.50
Louisiana	518.14		1,410.75	160.00
Texas				
Indian Territory				
Oklahoma				
Kansas				
Nebraska				
South Dakota				
North Dakota				
Montana				
Wyoming				
Colorado				
New Mexico				
Arizona				
Utah				
Idaho				
Washington	408.12	7.18	487.50	302.00
Oregon	37.48		25.00	
Nevada				
California				
Alaska	1,044.65	692.41	2,396.00	828.00
Hawaii			13.00	
	6,894.40	758.42	4,441.75	1,320.50
Total	17,965.09	1,184.26	7,296.50	1,866.88

RAILROAD SERVICE.

Maine	\$363.36		\$61.00	
New Hampshire	129.79	\$1.07	39.00	
Vermont	124.82		50.00	\$2.00
Massachusetts	496.26		190.00	
Rhode Island	3.41		12.00	
Connecticut	9.94		100.00	1.00
New York	1,788.82		404.30	
New Jersey	1,417.84		219.00	
Pennsylvania	657.00	.54	428.00	2.00
Delaware			8.00	
Maryland	4,942.99		194.00	1.00
Virginia	8,214.09	122.37	419.00	8.00
West Virginia	576.57	.57	188.00	8.00
	18,723.89	124.55	2,257.30	12.00

L.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

RAILROAD SERVICE—Continued.

States.	Deductions.	Remissions.	Fines.	Remissions.
North Carolina.....	\$7,206.63	\$170.00	\$238.00	.....
South Carolina.....	879.72	.....	88.50	.....
Georgia.....	2,178.76	79.40	164.00	.....
Florida.....	581.30	.....	61.00	.....
Porto Rico.....	.....	.....	.....	.....
Alabama.....	15,549.76	154.49	108.00	.....
Mississippi.....	136.46	.....	412.00	\$2.00
Tennessee.....	512.17	.....	106.00	.....
Kentucky.....	91.06	.....	315.00	1.00
	26,584.86	403.89	1,482.50	3.00
Ohio.....	2,395.81	38.16	1,218.00	6.00
Indiana.....	484.97	.....	406.00	1.00
Illinois.....	299.57	1.53	879.00	2.00
Michigan.....	590.06	21.29	165.00	.....
Wisconsin.....	95.21	.....	338.00	2.00
Minnesota.....	183.85	.64	612.00	.....
Iowa.....	101.49	.....	607.00	6.00
Missouri.....	220.93	.....	1,109.00	25.00
	4,371.39	61.62	5,334.00	42.00
Arkansas.....	144.20	14.85	600.75	2.00
Louisiana.....	23.72	.....	202.00	.....
Texas.....	870.88	41.70	721.00	5.00
Indian Territory.....	13.31	.....	581.48	184.48
Oklahoma.....	16.68	.....	108.00	1.00
Kansas.....	4,107.67	.....	1,066.00	7.00
Nebraska.....	1,445.94	48.10	522.00	.....
South Dakota.....	2,473.08	.....	47.00	1.00
North Dakota.....	4,234.00	.....	338.00	.....
Montana.....	2,440.83	.....	112.15	21.15
Wyoming.....	193.32	.....	70.00	1.00
Colorado.....	527.27	.....	445.00	.....
New Mexico.....	125.46	.....	90.00	.....
Arizona.....	687.93	.....	37.00	.....
Utah.....	62.71	.....	93.00	.....
Idaho.....	715.11	.....	16.00	.....
Washington.....	580.28	12.71	273.00	.....
Oregon.....	189.13	5.58	120.00	.....
Nevada.....	7,205.66	.....	2.00	.....
California.....	3,354.91	37.80	553.00	25.00
Alaska.....	.....	.....	.....	.....
Hawaii.....	3.13	.....	3.00	.....
	29,365.22	180.74	5,945.88	197.63
Total.....	79,045.36	750.80	15,019.18	254.63

MAIL-MESSENGER SERVICE.

Maine.....	\$5.50	.....	\$14.50	.....
New Hampshire.....	80.15	.....	6.00	.....
Vermont.....	.....	.....	2.00	.....
Massachusetts.....	.....	.....	26.50	.....
Rhode Island.....	.....	.....	.50	.....
Connecticut.....	40.21	.....	6.00	.....
New York.....	3.46	.....	219.50	\$1.00
New Jersey.....	1.87	.....	43.75	1.50
Pennsylvania.....	15.52	.....	58.25	.50
Delaware.....	.....	.....	1.50	.....
Maryland.....	24.91	\$2.87	13.75	.....
Virginia.....	15.55	.....	59.25	.....
West Virginia.....	46.21	.....	20.50	5.00
	233.38	2.87	472.00	8.00
North Carolina.....	17.66	.....	19.00	.....
South Carolina.....	.....	.....	12.50	.....
Georgia.....	.....	.....	30.50	.....
Florida.....	.....	.....	2.50	.....
Porto Rico.....	.....	.....	2.25	.....
Alabama.....	.51	.....	16.60	.....
Mississippi.....	.....	.....	35.50	.....
Tennessee.....	20.79	.....	19.50	.....
Kentucky.....	.....	.....	26.50	1.00
	38.96	.....	164.85	1.00

L.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

MAIL-MESSENGER SERVICE—Continued.

States.	Deductions.	Remissions.	Fines.	Remissions.
Ohio	\$5.48		\$166.25	\$0.50
Indiana	37.79		75.75	.50
Illinois	1.92		33.50	
Michigan	34.78		29.00	
Wisconsin	5.43		31.50	1.00
Minnesota	63.75		29.75	
Iowa	63.48		113.75	5.50
Missouri			95.00	.50
	212.63		574.50	8.00
Arkansas	37.50		12.00	
Louisiana .....	.27		41.09	1.00
Texas	71.57		58.75	.50
Indian Territory	19.09	\$13.39	15.00	
Oklahoma	15.18		17.75	
Kansas	13.02		73.50	1.00
Nebraska	4.89		46.25	
South Dakota	29.78		3.50	
North Dakota	28.96		5.50	
Montana			4.00	
Wyoming .....			.50	
Colorado	36.84		17.00	
New Mexico			7.50	
Arizona			1.50	
Utah			10.75	
Idaho	2.35		2.50	
Washington	5.04		15.00	
Oregon	19.17		2.00	
Nevada				
California	37.22		26.50	
Alaska	4.10		2.00	
Hawaii			31.93	
	330.00	13.39	339.52	2.50
Total	542.63	21.26	1,600.87	19.50

REGULATION, SCREEN, AND OTHER WAGON SERVICE.

Maine			\$3.00	
New Hampshire			13.00	
Vermont			1.00	
Massachusetts			124.50	\$1.00
Rhode Island			10.00	
Connecticut			116.00	
New York	\$296.57		3,282.00	226.00
New Jersey			315.50	12.00
Pennsylvania			1,147.75	
Delaware			27.00	
Maryland			90.50	
Virginia	5.46		209.50	
West Virginia			32.00	
	302.33		5,371.75	239.00
North Carolina			16.00	25.00
South Carolina			43.00	
Georgia			36.00	
Florida			16.50	
Porto Rico				
Alabama			24.00	
Mississippi			16.00	
Tennessee			32.50	
Kentucky			145.50	10.00
			379.50	35.00
Ohio			330.50	
Indiana			458.00	123.25
Illinois			1,368.00	
Michigan			68.50	
Wisconsin			31.00	
Minnesota			123.00	10.00
Iowa			75.00	
Missouri			45.00	
			2,549.00	133.25

L.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

REGULATION, SCREEN, AND OTHER WAGON SERVICE—Continued.

States.	Deductions.	Remissions.	Fines.	Remissions.
Arkansas.....			\$301.00	
Louisiana.....			13.00	
Texas.....			326.00	
Indian Territory.....				
Oklahoma.....				
Kansas.....			121.00	\$14.00
Nebraska.....			168.00	74.00
South Dakota.....			2.00	
North Dakota.....			47.00	
Montana.....				
Wyoming.....			25.00	
Colorado.....				
New Mexico.....				
Arizona.....				
Utah.....			24.00	
Idaho.....				
Washington.....			3.00	
Oregon.....			4.00	
Nevada.....				
California.....	\$42.03		347.50	112.00
Alaska.....				
Hawaii.....				
	42.03		1,381.50	200.00
Total.....	344.36		9,681.75	607.25

ELECTRIC AND CABLE CAR SERVICE.

Maine.....	\$22.28		\$3.00	
New Hampshire.....	16.96		1.00	\$0.50
Vermont.....	7.61		4.35	
Massachusetts.....	163.18		115.00	
Rhode Island.....	7.65			
Connecticut.....	42.07	\$15.47	6.00	
New York.....	584.35		43.50	.50
New Jersey.....	37.08		5.00	
Pennsylvania.....	388.29	5.95	45.79	3.00
Delaware.....				
Maryland.....	58.07		12.50	
Virginia.....	12.24		1.00	
West Virginia.....	14.14			
	1,253.92	21.42	237.14	4.00
North Carolina.....				
South Carolina.....			1.25	
Georgia.....				
Florida.....				
Porto Rico.....				
Alabama.....				
Mississippi.....				
Tennessee.....				
Kentucky.....				
			1.25	
Ohio.....	33.90		48.00	
Indiana.....			5.00	
Illinois.....	43.74		8.00	
Michigan.....	2.42		7.00	
Wisconsin.....				
Minnesota.....				
Iowa.....			7.50	
Missouri.....	84.84		18.00	
	164.90		93.50	
Arkansas.....				
Louisiana.....				
Texas.....				
Indian Territory.....				
Oklahoma.....				
Kansas.....				
Nebraska.....				
South Dakota.....				
North Dakota.....				
Montana.....				

L.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

ELECTRIC AND CABLE CAR SERVICE—Continued.

States.	Deductions.	Remissions.	Fines.	Remissions.
Wyoming				
Colorado	\$7.02			
New Mexico				
Arizona				
Utah				
Idaho				
Washington			\$6.50	
Oregon	6.97		2.00	
Nevada				
California			15.00	
Alaska				
Hawaii				
	13.99		22.50	
Total	1,432.81	\$21.42	354.39	\$4.00

RECAPITULATION.

Service.	Deductions.	Remissions.	Fines.	Remissions.
Railroad	\$79,045.86	\$760.80	\$15,019.18	\$254.63
Star	84,285.98	20,723.81	17,874.50	1,748.92
Steamboat	17,965.09	1,184.26	7,296.50	1,366.83
Mail-messenger	814.97	21.26	1,600.87	19.50
Screen or other wagon	844.36		9,681.75	607.25
Electric and cable car	1,432.81	21.42	354.39	4.00
Pneumatic-tube			20.00	
Railway Mail	4,086.84	56.79		
Total	187,924.41	22,758.34	51,847.19	4,001.18
Net	165,166.07		47,846.06	
Net deductions and fines	213,012.13			

M.—Statement of contracts for mail equipment made or in operation during fiscal year ended June 30, 1902.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
<i>Contract term, four years from July 1, 1901.</i>			
William Taylor.....	Lyons, N. Y.....	Washington, D. C., or New York, N. Y.....	Cotton canvas pouches with leather bottoms and soft heads, class "C," No. 2, at \$2.085 per pouch; No. 3, at \$1.76 per pouch; No. 4, at \$1.56 per pouch.
Do.....	do.....	do.....	Cotton canvas pouches with leather bottoms, class "B," No. 2, at \$2.416 per pouch; No. 3, at \$2.006 per pouch; No. 4, at \$1.676 per pouch.
Maurice Runkle.....	Long Island City, N. Y.....	do.....	Mail-catcher pouches, at \$1.26 per pouch.
Do.....	do.....	do.....	Cotton canvas mail sacks for second, third, and fourth class matter, No. 1, at 58 cents per sack; No. 2, at 46 cents per sack; No. 3, at 25 cents per sack.
Do.....	do.....	do.....	Cotton canvas mail sacks for foreign mails, No. 0, at 66 cents per sack; No. 1, at 51 cents per sack; No. 2, at 41 cents per sack; No. 3, at 28 cents per sack.
Do.....	do.....	do.....	Cotton canvas mail sacks for registered foreign mails, No. 0, at 66 cents per sack; No. 1, at 51 cents per sack; No. 2, at 15 cents per sack; No. 3, at 10 cents per sack.
<i>Contract term, one year from July 1, 1901.</i>			
American Steel and Wire Co.....	Worcester, Mass.....	Washington, D. C.....	Best charcoal iron wire, .125 to .220 inch diameter, at 44 cents per pound.
The Beaver Soap Co.....	Dayton, Ohio.....	do.....	Grandpa's Wonder soap, small size, at \$3.60 per case of 100 cakes.
S. Bendinger & Co.....	Washington, D. C.....	do.....	Pure zinc, at 64 cents per pound.
R. P. Clarke Co.....	do.....	do.....	Sailmakers' needles (James Smith & Sons'), size No. 15, at \$1 per 100; size No. 13, at \$1.25 per 100; Sapolio, at 80 cents per dozen cakes; toilet paper, at \$4.50 per case of 100 rolls.
Cobb & Drew.....	Plymouth, Mass.....	do.....	Iron burrs, No. 7, .045 inch thick, $\frac{1}{8}$ -inch diameter, with hole .166 inch diameter, and No. 8, .045 inch thick, $\frac{1}{8}$ -inch diameter, with hole .166 inch diameter, at 54 cents per pound.
Wm. Wirt Clarke & Son.....	Baltimore, Md.....	do.....	Galvanized malleable-iron rings, 14 inches diameter, inside measurement (104 to the pound), at 74 cents per pound.
John B. Dalsh.....	Washington, D. C.....	do.....	Sawdust, very coarse, 50 pounds to the barrel, at 40 cents per barrel.
John B. Espey.....	do.....	do.....	Albany lubricating compound, at 104 cents per pound; sandstones, at 84 cents per dozen; rainbow sheet rubber, at 50 cents per pound; Baedler, Adamson, & Co.'s twilled emery cloth No. 80, No. 120, and flour, at 21 cents per dozen sheets; wire nails, 6, 8, and 10 penny, at 3 cents per pound.
U. T. Hungerford Brass and Copper Co.....	New York, N. Y.....	do.....	Phosphor-bronze spring wire, size .015 by .072 inch, at 76 cents per pound; size .024 by .073 inch, at 68 cents per pound; size .032 by .047 inch, at 58 cents per pound.
E. F. Houghton & Co.....	Philadelphia, Pa.....	do.....	Machine oil, at 154 cents per gallon.
Levis Hopfenmaler.....	Washington, D. C.....	do.....	Beeswax, at 80 cents per pound.
F. Colt Johnson.....	New York, N. Y.....	do.....	Lacing cord, at 28- $\frac{1}{4}$ cents per pound, and Sea Island thread, at 58 cents per pound.

M.—Statement of contracts for mail equipment made or in operation during fiscal year ended June 30, 1902—Continued.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
<i>Contract term, one year from July 1, 1901—Continued.</i>			
James B. Lamble.....	Washington, D. C.....	Washington, D. C.....	Grobet files, pillar, 6-inch, No. 1, and hand, 6-inch, No. 00, at \$2.54 per dozen; narrow pillar, 4-inch, No. 2, and casing, 6-inch, No. 00, at \$1.74 per dozen; half round, 6-inch, No. 0, and No. 00, at \$1.95 per dozen; Nicholson files, 8-inch, No. 2, warding, .088 inch thick, at \$3.25 per dozen; Kearney & Foot files, 10-inch, standard, at \$1.50 per dozen; and 8-inch taper corner bastard, at \$1.70 per dozen; copper rivets and bars, No. 7, 4-inch, 4-inch, and 1-inch, at 25 cents per pound; tinners', No. 30, at 4 cents per pound; 5-ounce leather, at 45 cents per pound, and 10-ounce leather, at 53½ cents per pound.
E. A. Landell, Jr.....	Philadelphia, Pa.....	.....do.....	American potash, first sorts, at 5½ cents per pound; borax crystals, at 8½ cents per pound.
Mackall Bros.....	Washington, D. C.....	.....do.....	Gasoline, at 14 cents per gallon; paraffin oil, at 13½ cents per gallon; kerosene oil, at 12 cents per gallon; cylinder oil, at 22 cents per gallon; turpentine, at 48 cents per gallon; Japan drier, at 45 cents per gallon, and French sash tools, No. 1, at 50 cents per dozen.
George F. Muth & Co.....	.....do.....	.....do.....	Sailmakers' twine, at 17 cents per pound, and white cotton waste, at 6½ cents per pound.
J. P. Nawrath.....	New York, N. Y.....	.....do.....	Long and short electric carbons, \$7 for 375 each.
National Carbon Co.....	Cleveland, Ohio.....	.....do.....	Malleable-iron dog castings, at 54 cents per pound, and malleable-iron shackle castings, at 5 cents per pound.
Naugatuck Malleable Iron Co.....	Naugatuck, Conn.....	.....do.....	32-c. incandescent bulbs, at 27 cents each; 16-c. incandescent bulbs, at 17 cents each; globes for arc lights at 85 cents each.
National Electrical Supply Co.....	Washington, D. C.....	.....do.....	Single-tube spring punches, No. 4, at \$7.33 per dozen.
C. S. Osborn & Co.....	Newark, N. J.....	.....do.....	10-inch shears, at \$5.25 per dozen; corn knives, at \$2.60 per dozen; small knives, at \$1.40 per dozen; pure tin, at 30 cents per pound; Moran's round steel belt couplings, 4 inch, at 45 cents per dozen, and size 4 inch, at 40 cents per dozen; solder, half and half, at 17 cents per pound; 21-ounce tacks, at 14 cents per pound, and 8 ounce tacks, at 9½ cents per pound.
Superior Steel Co.....	Carnegie, Pa.....	.....do.....	Cold-rolled steel, sizes .020 by 1½ by 120 inches and .025 by 1½ by 120 inches, at 4½ cents per pound; size .020 by 1½ by 120 inches, .024 by 1½ by 120 inches, .033 by 1½ by 120 inches, and .020 by 3½ by 120 inches, at 4 cents per pound; size .040 by 1½ by 120 inches, at 3½ cents per pound; size .040 by 1½ by 120 inches, .040 by 2 by 120 inches, .040 by 3½ by 120 inches, and .056 by 3½ by 120 inches, at 2½ by 120 inches, .049 by 4 by 120 inches, and .056 by 3½ by 120 inches, at 3½ cents per pound; size .089 by 4½ by 120 inches, at 3 cents per pound.
Thomson Chemical Co.....	Baltimore, Md.....	.....do.....	Sal-soda crystals, by the barrel, at 65 cents per 100 pounds; by the keg of 150 pounds, at 75 cents per 100 pounds; by the keg of 100 pounds, at 80 cents per 100 pounds; by the box of 50 or 60 pounds, at 85 cents per 100 pounds.
Judson L. Thomson Manufacturing Co.....	Waltham, Mass.....	.....do.....	Bifurcated coppered rivets, size ½ inch, at 30 cents per pound; size ¾ inch, at 38 cents per pound, and size 1 inch, at 33 cents per pound.
Benjamin Waynes.....	Ashgrove, Va.....	.....do.....	Charcoal, at 30 cents per barrel, 24 bushels to the barrel.

Taunton Rivet Co.	Taunton, Mass.	.....do.....	Iron rivets, No. 5, $\frac{3}{4}$ inch long under head, .168 inch diameter, with head $\frac{1}{4}$ inch diameter, at 4 cents per pound; No. 8 rivets, $\frac{1}{2}$ inch long under head, .138 inch diameter, with head $\frac{1}{4}$ inch diameter, at 4 cents per pound; No. 4 rivets, $\frac{3}{4}$ inch long under head, .108 inch diameter, with head $\frac{1}{4}$ inch diameter, at 4 cents per pound.
Johnson Bros. ^a	Washington, D. C.	.....do.....	Pumice coal, at \$7.50 per ton, and pine wood, at \$3.50 per cord.
W. J. Zah	do	.....do.....	Whitening coal, at \$2.85 per ton.
The Allegheny Co. ^a	do	.....do.....	Common stove coal, at \$3.85 per ton.
Henry Miller ^a	Baltimore, Md.	.....do.....	Coal, at \$2.48 per ton.
James S. Cotton ^a	Washington, D. C.	.....do.....	Laundry, at 33 cents per 100 towels.
S. Beaudier & Co.	do	.....do.....	Condensed lute, at 69 cents per 100 pounds; jute heads with rings, at 41 cents per 100 pounds.
Lewis Hopfenmaler	do	.....do.....	Condensed canvas, at \$2.44 per 100 pounds; condemned string, at 59 cents per 100 pounds.
Hans Rees's Sons	New York, N. Y.	.....do.....	Condemned scrap leather, at \$4.85 per 100 pounds.
Woodward & Lothrop ^a	Washington, D. C.	.....do.....	Mop handles, at \$1.12 per dozen; scrub brushes, at \$1.38 per dozen.
Rudolph West & Co. ^a	do	.....do.....	Mops, at \$3.75 per dozen.
Blum Bros. ^a	do	.....do.....	Whisk brooms, at \$1.74 per dozen.
Contract term one year from July 1, 1902.			
Barber & Ross	Washington, D. C.	.....do.....	10-inch shears, at \$3.99 per dozen, and Irish glue, at 18 cents per pound.
The Beaver Soap Co.	Dayton, Ohio	.....do.....	Grandpa's Wonder soap, small size, at \$3.60 per case of 100 cakes.
Wm. Wirt Clarke & Son	Baltimore, Md.	.....do.....	Galvanized malleable-iron rings, at 8 cents per pound.
Cobb & Drew	Plymouth, Mass.	.....do.....	Iron rivets, No. 5, $\frac{3}{4}$ inch long under head, .168 inch diameter, with head $\frac{1}{4}$ inch diameter; No. 3 rivets, $\frac{1}{2}$ inch long under head, .168 inch diameter, with head $\frac{1}{4}$ inch diameter; and No. 4 rivets, $\frac{3}{4}$ inch long under head, .168 inch diameter, with head $\frac{1}{4}$ inch diameter, at 34 cents per pound.
M. Du Perow	Washington, D. C.	.....do.....	Iron rivets, No. 7, .045 inch thick, $\frac{1}{4}$ inch diameter, with hole .166 inch diameter, and No. 8 burrs, .045 inch thick, $\frac{3}{4}$ inch diameter, with hole .166 inch diameter, at 54 cents per pound.
John B. Espey	do	.....do.....	32-c. incandescent bulbs, at 25 cents each; 16-c. incandescent bulbs, at 16 cents each, and globes for arc lights, at \$1.25 each.
B. Frank & Sons	New York, N. Y.	.....do.....	Rainbow sheet rubber, $\frac{1}{4}$ inch thick, 18 inches wide, at 50 cents per pound.
Lewis Hopfenmaler	Washington, D. C.	.....do.....	Oak-tanned leather, 4 ounce, at 48 cents per pound; 6 ounce, at 40 cents per pound, and 10 ounce, at 35 cents per pound.
F. Colt Johnson	New York, N. Y.	.....do.....	Copper rivets and burrs, $\frac{1}{4}$ inch, No. 7, $\frac{1}{4}$ inch, No. 7, and $\frac{1}{4}$ inch, No. 7, at 20 cents per pound.
James B. Lambie	Washington, D. C.	.....do.....	Beeswax, at 31 cents per pound.
Mackall Bros.	do	.....do.....	Lacing cord, at 29 cents per pound, and Sea Island thread, at 544 cents per pound.
George F. Muth & Co.	do	.....do.....	Cutting nippers (Osborne's), at \$29.98 per dozen; spring punches, at \$4.20 per dozen; back saw blades, at 75 cents per dozen; emery, at 5 cents per pound; Baeder, Adamson & Co.'s twilled emery cloth, No. 60, No. 80, No. 120, Flour and Crocus, at 23 cents per dozen sheets; 4-ounce tacks, at 10 cents per pound, and 8-ounce tacks, at 8 cents per pound.
National Carbon Co.	Cleveland, Ohio	.....do.....	American potash, first sort, at 44 cents per pound; borax crystals, at 10 cents per pound, and sal-soda crystals, at 14 cents per pound.
		.....do.....	Albany lubricating compound, at 104 cents per pound; gasoline, at 15 cents per gallon; kerosene, at 12 cents per gallon; machine oil, at 15 cents per gallon; lard oil, at 85 cents per gallon; turpentine, at 47 cents per gallon; Japan drier, at 40 cents per gallon, and French sash tools, No. 2, at 50 cents per dozen.
		.....do.....	\$7 for 375 each of long and short electric carbons.

^a At Department contract price.

M.—Statement of contracts for mail equipment made or in operation during fiscal year ended June 30, 1902—Continued.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
<i>Contract term, one year from July 1, 1902—Continued.</i>			
J. P. Nawrath.....	New York, N. Y.....	Washington, D. C.....	Sailmakers' twine, at 16¢ cents per pound, and white cotton waste, at 7 cents per pound.
The Naugatuck Malleable Iron Co.	Naugatuck, Conn.....	do.....	Malleable-iron dog castings, at 5½ cents per pound, and malleable-iron shackle castings, at 5½ cents per pound.
Rudolph, West & Co.....	Washington, D. C.....	do.....	Phosphor-bronze spring wire, size .015 by .072 inch, at 67 cents per pound; size .024 by .073 inch, at 55 cents per pound; size .032 by .047 inch, at 5¼ cents per pound. Corn knives, at \$2.60 per dozen; small knives, at \$1.36 per dozen; pure tin, in pigs of about 100 pounds each, at 29½ cents per pound; pure zinc in bars, at 10½ cents per pound; sandstones, about 1½ inches square by 8½ inches long, at 82 cents per dozen; sandstones, about 1½ inches square by 8½ inches long, at 82 cents per dozen; Moran's round steel belt couplings, ½ inch, at \$1 per dozen, and ¾ inch, at 66 cents per dozen; sailmakers' needles, No. 13 (Jas. Smith & Sons), at \$1.20 per 100; Sapolio, at 80 cents per dozen cakes; solder (half and half), at 16¢ cents per pound; wire nails, 6 penny, at 24 cents per pound; 8 penny, at 2½ cents per pound; 10 penny, at 2½ cents per pound; toilet paper (100 rolls to the case), at \$4 per case.
Superior Steel Co.....	Carnegie, Pa.....	do.....	Cold rolled steel, size .020 by 1½ inches in coils, at 5½ cents per pound; .033 by 1½ inches in coils, at 5½ cents per pound; .089 by 4½ by 120 inches, at 4½ cents per pound; .089 by 4½ by 120 inches, at 3½ cents per pound; .040 by 1½ by 120 inches, at 4½ cents per pound; .040 by 3½ by 120 inches, at 3½ cents per pound; .040 by 4½ by 120 inches, at 3½ cents per pound; .045 by 2½ by 120 inches, at 3½ cents per pound; .049 by 2½ by 120 inches, at 3½ cents per pound; .056 by 3½ by 120 inches, at 3½ cents per pound.
Standard Oil Co.....	Baltimore, Md.....	do.....	Paraffin oil, at 17 cents per gallon.
Stevenson Bro. & Co.....	Philadelphia, Pa.....	do.....	Cylinder oil, at 20 cents per barrel.
Thomas W. Smith.....	Washington, D. C.....	do.....	Bifurcated copper rivets, ¾ inch, at 50 cents per pound; ¾ inch at 38 cents per pound, and ¾ inch, at 33 cents per pound.
Judson L. Thomson Manufac- turing Co.....	Waltham, Mass.....	do.....	Charcoal, at 30 cents per barrel, 2½ bushels to the barrel.
Benjamin Waynes.....	Ash Grove, Pa.....	do.....	Furnace coal, at \$6.08 per ton, and pine wood, at \$4.34 per cord. Contract not yet signed by successful bidders.
Johnson Brothers.....	Washington, D. C.....	do.....	Bituminous coal, at \$3.25 per ton. Contract not yet signed by successful bidders.
Wm. J. Zeh.....	do.....	do.....	Stove coal, at \$5.50 per ton. Contract not yet signed by successful bidders.
J. Edward Chapman.....	do.....	do.....	Brooms, at \$3 per dozen.
Aid Association for the Blind.....	do.....	do.....	Laundry at 25 cents per 100 towels.
James S. Cotton.....	do.....	do.....	Maps at \$3.35 per dozen, and scrub brushes, at \$1.25 per dozen.
Rudolph, West & Co.....	do.....	do.....	Whisk brooms, at \$1.88 per dozen.
Blum Brothers.....	do.....	do.....	Ice, at 14½ cents per 100 pounds.
Parity Ice Co.....	do.....	do.....	Cold cream, at 70 cents per 100 pounds; condemned canvas, at \$2.65 per 100 pounds; condemned string and lacing cord, at 65 cents per 100 pounds.
Lewis Hopfenmaler.....	do.....	do.....	Condensed jute bags, with heads, at 57 cents per 100 pounds.
Wm. B. O'Connor.....	Baltimore, Md.....	do.....	Condensed scrap leather, at \$4.80 per 100 pounds.
Hans Rees' Sons.....	New York, N. Y.....	do.....	

a At Department contract price.

N.—Itemized statement of the number, prices, and cost of all mail bags, and also the cost of wages, cotton canvas, etc., paid for during the fiscal year ended June 30, 1902, out of the appropriation for mail bags, etc.

Articles purchased.	Size.	Number.	Price.	Itemized cost.	Aggregate cost.
Mail pouches, sacks, etc.:					
Canvas pouches with leather bottoms and soft heads	No. 2...	12,000	\$2.086	\$24,432.00	
Do	No. 3...	7,000	1.76	12,320.00	
Do	No. 4...	2,000	1.56	3,120.00	
Do	No. 2...	*5	2.3544	11.77	
Do	No. 3...	*58	1.97	104.41	
Canvas pouches with leather bottoms (Class B)	No. 2...	*11	2.4444	26.88	
Do	No. 3...	*2	2.06	4.12	
Do	No. 4...	*26	1.7111	44.48	
Do	No. 5...	*24	1.3121	31.49	
Catcher pouches		a 9,000	1.36	12,157.42	\$40,096.15
Do		41	1.4332	58.76	
Sacks for second, third, and fourth class matter	No. 1...	b 60,000	.58	33,843.14	12,216.18
Do	No. 2...	10,000	.46	4,600.00	
Do	No. 2...	106	.4774	50.13	
Do	No. 3...	9,941	.26	2,485.25	
Do	No. 3...	1,905	.2694	513.21	
Foreign canvas sacks	No. 1...	3,500	.51	1,785.00	41,491.78
Do	No. 2...	500	.4224	211.20	
Foreign registered sacks	No. 0...	800	.66	528.00	1,996.20
Do	No. 1...	1,500	.51	765.00	
Railway Mail Service waste sacks		c 3,881	.234		1,298.00
Horizontal tubular boiler, 80 horsepower					910.90
Backus patent exhaust ventilating fans		3	25.50		1,893.00
Charcoal-iron wire for staples		2,300			76.50
Canvas for making new equipment yards		80,8084			97.75
Brass for grommets					15,406.98
Steel for cord fasteners and label cases, pounds		54,276			1,064.45
Leather for making new equipment, pounds		26,066			1,817.57
Malleable iron dogs for cord fasteners					10,150.96
Link castings for soft-head pouches					484.99
Connecting boiler with engine					208.16
Ice		54,345			120.00
Laundry					119.65
Repairing pouches, sacks, etc.:					33.89
Paid for labor					184,684.61
Repairs made by postmasters and allowed by this office					88.70
Canvas for repairing		1,474			182.14
Leather for repairing					541.70
Cord, thread, and twine					6,422.71
Beeswax					150.00
Rivets and burrs					856.75
Galvanized-iron round rings					423.37
Traveling expenses and inspection for shop					178.47
Miscellaneous expenses for tools, stock, etc., used in repair shop					1,918.64
Total					274,311.89
Unexpended balance of appropriation					688.11
Appropriation					275,000.00

a \$82.58 deducted for defective sacks. b \$956.86 deducted for defective sacks.
 c \$1.13 deducted for defective sacks. * Taken up under the terms of the contract of April 1, 1897.

RECAPITULATION.

Total number bags purchased, 122,294, at a cost of	\$98,008.16
Canvas and leather for new equipment	25,657.88
Brass for grommets, etc.	1,064.45
Malleable-iron dogs and steel for cord fasteners and charcoal-iron wire for staples	2,400.31
Link castings for soft-head pouches	208.16
One 80-horsepower tubular boiler	1,893.00
Connecting boiler with engine	120.00
Backus patent exhaust ventilating fans	76.50
Ice and laundry	151.44
Labor and materials for repairs	145,841.99
Total	274,311.89

O.—Statement of expenditures out of the appropriation for mail locks and keys, chains, tools, and machinery, and for labor and material for repairing same during the fiscal year ended June 30, 1902.

Articles.	Cost.
Labor.....	\$35,422.28
Brass.....	1,416.28
Castings.....	1,229.41
Steel.....	446.11
Wire, brass, steel, phosphor bronze, and charcoal iron.....	622.81
Waste.....	23.85
Acid.....	111.25
Tin.....	322.50
Pyralin disks (5,000).....	175.00
Rotary registered mail locks (1,050).....	1,470.00
Key chains (9,000 short and 5,000 extra key rings).....	820.28
Eagle key blanks (15,000).....	300.24
Royalty on 91 "I B" locks, at 25 cents each.....	22.75
Laundry.....	8.21
Lumber.....	35.25
Miscellaneous expenses for tools, stock, etc.....	366.43
Total.....	42,792.63
Unexpended balance of appropriation.....	207.37
Appropriation.....	43,000.00

P.—Statement of expenditures out of the appropriation for rent of building for mail bag and mail lock repair shops, and for fuel, gas, watchmen, and charwoman, oil and repair of machinery for said shops during the fiscal year ended June 30, 1902.

Items.	Cost.
Rent of building for mail bag and mail lock repair shops.....	\$5,000.00
Rent of blacksmith shop.....	96.00
Wages paid charwoman.....	240.00
Repair of machinery.....	307.50
Taking down and removing engine from old Post-Office Department building and setting it up in bag shop.....	244.00
Making cement foundation for drop pump and dynamo, etc.....	24.00
Leather belting and lacings.....	31.61
Coal (388 tons).....	1,849.50
Wood.....	14.00
Charcoal (70 barrels).....	21.00
Oil (498 gallons).....	85.87
Gas.....	459.10
Total.....	8,422.58
Unexpended balance of appropriation.....	77.42
Appropriation.....	8,500.00

Q.—Comparative statement of the number of mail pouches and sacks purchased, made, repaired and condemned during fiscal years 1900–1901, and 1901–1902.

	1900–1901.				1901–1902.				
	Purchased.	Made at shop.	Repaired.	Total.	Condemned.	Purchased.	Made at shop.	Repaired.	Total.
Pouches:									
No. 2	4,150	288	50,912	64,350	9,395	12,016	400	58,399	70,815
No. 3	6,208	291	37,369	43,868	8,598	97,055	200	41,458	48,713
No. 4	5,191	124	22,167	27,482	6,118	2,028		19,498	21,514
No. 5	928	190	3,292	12,407	1,650	24	11,670	5,510	17,204
Through registered pouches:									
No. 1		204	982	1,186	68			2,107	2,107
No. 2		212	2,484	2,696	162		751	3,251	4,002
No. 3		1	42	43	8				
Catcher pouches	7,000	16	96,940	103,956	5,611	9,041	1,006	87,120	97,166
Horse mail bags:									
No. 1		715	1,174	1,899	965		540	1,062	1,602
No. 2		617	811	828	260		451	279	730
No. 3			215	215	192		347	83	430
Sacks for second, third, and fourth-class matter:									
No. 1	122,906	528	1,081,235	1,204,667	10,617	60,000	4,000	1,154,268	1,218,268
No. 2	20,000	526	105,589	126,115	4,582	10,105	500	144,798	155,398
No. 3		335	18,260	18,595	1,215	11,846		12,935	24,781
Foreign registered sacks:									
No. 0	58	200	245	498	37	800		467	1,267
No. 1	80	205	181	466	34	1,500		304	1,804
No. 2	100		35	135	20			101	101
No. 3	102		5	107	6			78	78
Foreign canvas sacks:									
No. 0		27	425	452	12			492	492
No. 1		27	4,856	4,883	170	3,500	400	5,766	9,666
No. 2		27	1,514	1,541	31	500		1,382	1,882
No. 3		59	1,957	2,016	142			980	980
Inner registered sacks:									
No. 2		485	1,917	2,402	785		2,228	1,790	4,018
No. 3		285	362	637	398		1,217	325	1,542
No. 4			29	29	183		800	7	307
Sea Island sacks		408	413	816	29			319	319
Coin sacks		600		600			4,114		4,114
Special pouches for letter boxes.			66	66	23			74	74
State Department pouches.		14	23	37					
Knap-sack pouches.		2	2	4	1			4	4
R. M. S. waste sacks.			434	434	972	3,881		623	4,504
Special R. M. S. canvas sacks.			407	407	78			387	387
Special Alaska sacks.			2	2					
Special Alaska pouches.								6	6
Special "SA" army pouches.		2	4	6				9	9
"Queen Bee" pouches.		1		1					
Pneumatic tube pouches.		2		2					
Special miscellaneous pouches.							25		25
Special M. O. B. sacks for Canadian exchanges.									
Leather label holders.		72		72			12		12
Leather straps for State Department.		72		72			24		24
Special Third avenue pouches.			48	48					
Total	166,715	14,427	1,442,904	1,624,048	52,092	122,294	28,184	1,543,867	1,694,396

a No. 5 "C" pouches.

b Exclusive of 1,964 No. 2 and 1,478 No. 3 pouches received in exchange from the Philippine Islands postal administration for distinctive equipment, made at the mail bag repair shop for the exclusive use of that service.

R.—Itemized statement of the quantity of work done at the mail-lock repair shop, Washington, D. C., during the fiscal year ended June 30, 1902, compared with the quantity of work done during the previous fiscal year.

Articles.	1901.	1902.
Eagle mail locks made	20,557	22,829
Eagle mail locks repaired	87,015	74,216
Eagle mail locks inspected		76,065
Letter-box padlocks made (old style)	19,316	15,785
Letter-box padlocks repaired (old style)	4,629	8,669
Inside letter-box locks made (old style)		350
Inside letter-box locks repaired (old style)	8,470	2,969
Inside letter-box locks "I B" made	128	92
Inside letter-box locks "I B" repaired	301	667
Inside letter-box locks "Arrow" made	27	76
Inside letter-box locks "Arrow" repaired	1	7
Rotary registered-mail locks repaired	3,996	6,997
Rotary registered-mail locks made over	837	659
Railway Mail Service blue rotary registered-mail locks made over		350
Star route registered locks repaired	200	200
Letter-box padlocks made (new style)	1,240	196
Letter-box padlocks repaired (new style)	524	473
Special mail locks made (new style)	40	58
Special mail locks repaired	20	11
Eagle mail-lock keys made	4,689	6,640
Letter-box padlock keys made (old style)	7,399	7,994
Letter-box padlock keys made (new style)	446	82
Special mail-lock keys made	27	91
Inside letter-box lock keys made (old style)	415	490
Inside letter-box lock keys made "I B"	224	788
Inside letter-box lock keys made "Arrow"	10	26
Rotary registry-mail lock keys made	200	
Railway Mail Service blue rotary registered-mail-lock keys made		150
Mail-bag cord fasteners made	146,788	108,402
Mail-bag cord fasteners repaired	182,965	102,501
Grommets made	pairs.. 104,230	180,765
Label cases made (brass and steel)	27,227	58,525
Old-style iron label cases issued	13,080	
Circular label holders made (complete)	18,547	26,800
Mail-pouch clips made (brass and steel)	68,118	29,900
Staples made (brass and steel)	pounds.. 2,090 1/4	2,680 1/4
Burrs made (brass and steel)	do.. 284	634
Burrs tinned	do.. 372	500
Double burrs made (brass and steel)	do.. 1,841 1/4	1,664 1/4
"D" rings made	do.. 58	81
Cockeyes made (brass and steel)	do.. 51	1,350
Rivets made (brass and steel)	do.. 132	118 1/2
Rivets tinned	do.. 483 1/4	497
Fasteners for soft-head pouches made	26,313	40,536
Fasteners for soft-head pouches repaired	11	
Cord clamps made	139,500	469,701
Leather double burrs made	4,801	13,145
Key chains dipped and repaired	428	450
Clamps for inner registered sacks made over	pairs.. 246	600
Clamps for inner registered sacks cleaned and lacquered	do..	3,185
Railway Mail Service badges repaired		85
Scales repaired, 8-ounce	3,266	2,298
Scales repaired, 4-pound	486	201
Scales repaired, 60-pound	5	
Scales repaired, 240-pound	10	5
Scales repaired, 500-pound		8
Scales repaired, 1,400-pound	1	
Equipment furnished the Cuban mail service:		
International registry locks made over	2	
"H H" street letter-box locks made	250	
Rotary registered locks repaired	19	46
Rotary registered locks made over		50
"Star" mail locks made		500
"Star" mail locks repaired	8	34
International registry-lock keys made	2	
"H H" letter-box-lock keys made	100	
Pouch-label cases made (brass)	16	
"Star" mail-lock keys made		200
Equipment furnished Philippine Islands mail service:		
Pouch locks made (tinned)	150	800
Pouch locks repaired		2
Rotary registered locks made over		200
Letter-box padlocks made (new style)		100
Pouch-lock keys made		200
Rotary registered lock keys made		25
Letter-box padlock keys made (new style)		25
Pouch-label cases made (tinned)	110	602
Sack-label cases made (tinned)	250	400

R.—*Itemized statement of the quantity of work done at the mail-lock repair shop, Washington, D. C., etc.—Continued.*

Articles.	1901.	1902.
Equipment furnished Porto Rican mail service:		
Pouch locks repaired	8	4
Pouch-lock keys made	102	
Sack-label cases made (tinned)	179	
Equipment furnished the Hawaiian mail service:		
Rotary registered locks made over		75
Pouch locks made (tinned)	1,000	
Brass padlocks made over	10	
Rotary registered lock keys made	12	
Pouch-lock keys made	3	
Brass padlock keys made	6	
Pouch-label cases made (tinned)	225	5
Cord fasteners made (tinned)	400	

S.—Table showing (in round numbers), for each of the past twenty-six years, (1) the number of post-offices; (2) appropriations for mail bags; (3) amount expended (including repairs) for mail bags; (4) cost of repairs of mail bags; (5) number of all kinds of bags bought; (6) number of postal clerks; (7) number of packages of letters handled by railway postal clerks; (8) number of sacks handled by railway postal clerks; (9) registered packages, pouches, and cases handled by railway postal clerks; (10) number of mail routes; (11) total length of mail routes; (12) number of miles of transportation of mails, and cases handled by railway postal clerks;

Fiscal year.	Number post-offices first of fiscal year.	Appropriation for mail bags, etc.	Amount expended (including repairs).	Cost of repairs of bags.	Total number bags bought.	Number postal clerks.	Total number packages of letters handled by railway postal clerks.	Number sacks of second, third, and fourth class matter handled by railway postal clerks.	Registered packages, pouches, and cases handled by railway clerks.	Total length of mail routes.	Total number of miles of transportation of mails.
1877	36,833	\$175,000	\$165,641	\$87,389	36,700	2,500	28,000	1,900,000	1,074,000	9,234	147,353,000
1878	37,946	220,000	190,275	34,469	78,798	2,608	28,000	4,000,000	9,000,000	9,917	167,183,000
1879	39,258	186,000	170,276	37,613	104,021	2,699	33,800,000	4,000,000	10,398,000	9,917	167,522,000
1880	40,678	186,000	186,001	42,191	104,814	2,777	41,800,000	6,000,000	11,708,000	10,988	178,521,000
1881	42,012	200,000	188,229	49,118	100,808	3,177	48,800,000	6,000,000	12,941,000	11,112	184,520,000
1882	44,012	200,000	188,280	51,174	102,600	3,570	58,800,000	8,000,000	14,904,000	11,992	184,520,000
1883	47,683	220,000	217,285	49,212	120,800	3,855	62,800,000	9,000,000	16,283,000	12,405	214,362,000
1884	47,683	220,000	217,285	49,212	120,800	3,855	62,800,000	9,000,000	16,283,000	12,405	214,362,000
1885	50,017	260,000	247,498	46,138	120,800	4,387	76,440,000	11,400,000	17,613,000	14,308	224,730,000
1886	51,262	260,000	247,498	46,138	120,800	4,387	76,440,000	11,400,000	17,613,000	14,308	224,730,000
1887	53,614	260,000	247,498	46,138	120,800	4,387	76,440,000	11,400,000	17,613,000	14,308	224,730,000
1888	55,157	275,000	267,392	50,198	186,300	4,851	82,857,000	13,800,000	18,323,000	22,729	250,178,000
1889	57,376	275,000	247,091	50,087	186,300	5,048	86,273,000	14,000,000	18,904,000	24,869	267,251,000
1890	58,999	275,000	222,857	84,915	119,735	5,448	102,714,000	16,450,000	17,715,000	26,631	320,922,000
1891	62,401	275,000	222,857	84,915	119,735	5,448	102,714,000	16,450,000	17,715,000	26,631	320,922,000
1892	67,113	260,000	274,793	96,500	158,454	6,082	120,152,000	21,892,000	17,882,473	28,252	327,498,000
1893	68,405	260,000	259,928	100,898	183,440	6,417	127,896,000	25,602,000	18,178,685	29,842	346,268,000
1894	69,805	260,000	259,928	100,898	183,440	6,417	127,896,000	25,602,000	18,178,685	29,842	346,268,000
1895	70,064	270,000	269,784	128,781	195,868	6,856	138,848,000	30,842,000	15,258,286	30,842	381,499,000
1896	70,860	270,000	269,784	128,781	195,868	6,856	138,848,000	30,842,000	15,258,286	30,842	381,499,000
1897	71,022	345,000	341,958	129,375	220,181	7,408	147,024,000	35,129,944	15,077,727	31,967	402,608,000
1898	73,570	320,000	319,643	128,412	228,017	7,999	158,741,558	39,173,628	16,446,166	32,412	409,388,424
1899	76,688	275,000	274,642	118,909	214,178	8,398	177,860,571	41,557,182	16,454,166	34,796	424,382,692
1900	76,945	275,000	274,800	119,834	214,178	8,398	184,079,548	42,862,772	16,929,886	35,294	445,744,845
1901	76,945	275,000	269,312	130,150	181,142	8,978	190,290,548	43,797,350	21,284,888	35,816	459,205,778
1902	76,924	275,000	274,311	146,341	212,294	9,485	204,438,281	45,901,996	24,174,174	34,711	466,146,059
											474,284,687

^a Including those made at the mail-bag repair shop.

^b Exclusive of the following articles, furnished by the Cuban postal administration to replace equipment supplied from our stock for the use of the Cuban postal service immediately after military occupation of the island: 1,034 No. 2 Class B pouches; 900 No. 0, and 1,000 No. 1 foreign registered sacks.

^c Exclusive of the following articles, furnished by the Cuban and Porto Rican postal service, respectively, to replace equipment supplied from our stock for the use of these islands: 1,564 No. 2 sacks furnished by Cuba, and 1,688 No. 1 sacks furnished by Porto Rico.

^d Exclusive of 1,964 No. 2 and 1,478 No. 3 pouches received in exchange from the Philippine Islands postal administration for distinctive equipment made at the mail-bag repair shop for the exclusive use of that service.

T.—Statement of work done in the mail-bag repair shop and mail-bag storehouse during the fiscal year ended June 30, 1902.

MAIL-BAG STOREHOUSE.

	On hand July 1, 1901.	Received from sundry sources.	Received from repair shop.	Total.	Shipped during the year.	Balance on hand July 1, 1902.
Pouches:						
No. 2.....	185	85,643	58,799	94,607	92,402	2,205
No. 3.....	184	27,024	41,658	68,866	68,220	636
No. 4.....	2,661	13,927	19,488	36,076	34,776	1,300
No. 5.....	687	6,962	17,180	24,819	24,731	88
Through registered pouches:						
No. 1.....	1	250	2,107	2,358	2,352	6
No. 2.....	27	578	4,002	4,607	4,593	14
No. 3.....	870	46	.....	916	201	715
Catcher pouches	42	24,134	88,125	112,301	112,025	276
Horse mail bags:						
No. 1.....	2	96	1,602	1,702	1,663	39
No. 2.....	2	155	730	887	867	20
No. 3.....	.....	57	430	487	430	57
Sacks for second, third, and fourth class matter:						
No. 1.....	2,688	976,608	1,158,268	2,187,564	2,125,399	12,165
No. 2.....	16,562	210,772	145,298	372,617	366,945	5,672
No. 3.....	168	40,955	12,985	54,068	58,559	499
Sea Island sacks	1,308	877	819	2,504	736	1,718
United States foreign-register sacks:						
No. 0.....	147	668	467	1,282	1,198	89
No. 1.....	70	955	304	1,329	1,093	236
No. 2.....	1,358	534	101	1,993	1,983	10
No. 3.....	2,357	37	78	2,472	1,527	945
United States foreign canvassacks:						
No. 0.....	1,510	212	492	2,214	2,125	89
No. 1.....	1,462	729	6,166	8,357	7,772	585
No. 2.....	4,287	1,404	1,882	7,073	4,710	2,363
No. 3.....	2,807	158	980	3,940	1,302	2,638
Domestic inner-register sacks:						
No. 2.....	196	489	4,018	4,708	3,296	1,407
No. 3.....	467	112	1,542	2,121	1,502	619
No. 4.....	861	10	307	1,178	189	1,039
Railway Mail Service waste sacks.	.....	4,368	623	4,991	3,248	1,743
Coin sacks	.....	.....	4,114	4,114	4,114	.....
Knapsack pouches	1	1	4	6	3	8
Special "3A" pouches	92	23	9	124	50	74
Special Alaska pouches	.....	.....	6	6	.....	.....
Special Alaska sacks	112	.....	.....	112	.....	112
Special Railway Mail Service canvassacks	436	4	387	827	437	390
Pneumatic-tube pouches	.....	.....	.....	.....	.....	.....
Special letter-box pouches	.....	.....	74	74	74	.....
Miscellaneous special pouches	.....	.....	25	25	25	.....
Special sacks for M. O. B. Canadian exchanges	.....	.....	12	12	12	.....
Leather label cases	.....	.....	24	24	24	.....

T.—Statement of work done in the mail-bag repair shop and mail-bag storehouse during the fiscal year ended June 30, 1902—Continued.

MAIL-BAG REPAIR SHOP.

	On hand July 1, 1901.	Received during the year.	Total.	Repaired during the year.	Made during the year.	Condemned during the year.	Total.	Balance on hand July 1, 1902.
Pouches:								
No. 2.....	420	75,089	75,509	58,399	400	14,281	78,080	2,429
No. 3.....	909	51,346	52,255	41,458	200	8,654	50,812	1,943
No. 4.....	1,402	28,378	29,775	19,488	.....	10,040	29,528	247
No. 5.....	1,011	18,591	19,602	5,510	11,670	2,070	19,250	352
Through registered pouches:								
No. 1.....	1,016	2,154	3,170	2,107	.....	210	2,817	858
No. 2.....	261	4,810	4,571	3,261	761	496	4,498	133
No. 3.....	28	108	136	.....	.....	.....	.....	186
Catcher pouches.....	1,055	94,706	95,761	87,120	1,005	5,269	93,884	2,377
Horse mail bags:								
No. 1.....	29	2,650	2,679	1,062	540	1,023	2,625	54
No. 2.....	4	1,005	1,009	279	451	254	984	25
No. 3.....	1	660	661	83	347	226	656	5
Sacks for second, third, and fourth class matter:								
No. 1.....	5,768	1,182,089	1,187,807	1,154,268	4,000	11,221	1,169,489	18,318
No. 2.....	151	148,060	148,201	144,798	500	2,234	147,527	674
No. 3.....	52	14,192	14,244	12,985	.....	733	13,668	576
Sea-island sacks.....	3	375	378	319	.....	16	335	43
United States foreign register sacks:								
No. 0.....	7	545	552	467	.....	70	537	15
No. 1.....	4	371	375	304	.....	54	356	17
No. 2.....	2	132	134	101	.....	31	132	2
No. 3.....	.....	89	89	78	.....	11	89	.....
United States foreign canvas sacks:								
No. 0.....	.....	580	580	492	.....	85	577	3
No. 1.....	29	6,985	6,964	5,766	400	658	6,324	140
No. 2.....	17	1,455	1,472	1,382	.....	68	1,450	22
No. 3.....	6	1,377	1,383	980	.....	350	1,330	58
Domestic inner register sacks:								
No. 2.....	54	5,120	5,174	1,790	2,228	513	4,331	343
No. 3.....	3	1,999	2,002	325	1,217	383	1,925	77
No. 4.....	.....	421	421	7	300	112	419	2
Railway Mail Service waste sacks.....		1,571	1,571	623	.....	766	1,389	182
Coin sacks.....		4,114	4,114	.....	4,114	.....	4,114	.....
Knapsack pouches.....		6	6	4	.....	2	6	.....
Special Alaska sacks.....		.....	.....	.....	.....	.....	.....	.....
Special Alaska pouches.....		6	6	6	.....	.....	6	.....
Special "SA" pouches.....		9	9	9	.....	.....	9	.....
Special Railway Mail Service canvas sacks.....	16	419	485	337	.....	39	426	9
Special letter-box pouches.....		74	74	74	.....	.....	74	.....
Special M. O. B. sacks for Canadian exchange.....		12	12	.....	12	.....	12	.....
Special miscellaneous pouches.....		25	25	.....	25	.....	25	.....
Leather label cases.....		24	24	.....	24	.....	24	.....

a No. 5 "C" pouches.

U.—Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last thirteen fiscal years.

Fiscal year ending—	Carrier satchels.	Pouches.					Through registered pouches.		
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
June 30, 1890:									
Repaired		222	24,382	23,829	17,290	5,848	1,575	1,162	421
Condemned		16	96	221	216	210	165	172	115
June 30, 1891:									
Repaired		283	28,120	24,664	18,362	6,672	1,080	569	146
Condemned		3	53	97	92	67	166	139	30
June 30, 1892:									
Repaired	644	50	29,803	27,657	20,155	7,465	1,074	1,115	347
Condemned		3	68	72	63	28	97	141	63
June 30, 1893:									
Repaired		5	36,642	32,603	23,057	9,132	928	635	13
Condemned		a 706	126	116	109	27			
June 30, 1894:									
Repaired			51,704	44,467	31,389	13,413	1,216	1,902	520
Condemned	(b)	25	665	525	405	238		1	15
June 30, 1895:									
Repaired			44,988	42,870	29,204	11,127	581	1,298	142
Condemned			1,763	1,782	1,384	670			
June 30, 1896:									
Repaired			47,230	42,968	27,527	11,398	1,349	1,435	253
Condemned			2,561	3,183	2,497	1,205	7	15	9
June 30, 1897:									
Repaired			49,757	44,821	29,529	10,501	1,063	1,576	318
Condemned			1,118	1,018	1,006	392		1	1
June 30, 1898:									
Repaired			56,409	44,693	26,607	7,672	1,568	1,817	95
Condemned			8,874	7,302	5,117	3,094	184	259	74
June 30, 1899:									
Repaired			62,409	42,241	27,270	5,786	469	1,016	5
Condemned			5,701	5,776	3,298	1,829	57	117	
June 30, 1900:									
Repaired			61,317	40,006	26,699	6,139	2,182	2,538	215
Condemned			7,486	6,830	3,676	1,964	73	164	11
June 30, 1901:									
Repaired			59,912	37,399	22,167	3,292	982	2,484	41
Condemned			9,395	8,393	6,118	1,650	68	162	8
June 30, 1902:									
Repaired			58,399	41,456	19,498	5,510	2,107	3,251	
Condemned			14,281	8,654	10,040	2,070	210	436	

a Condemned and made over into No. 2 pouches.

b 220 carrier satchels and miscellaneous sacks.

U.—Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last thirteen fiscal years—Continued.

Fiscal year ending—	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth class matter.			United States foreign registered sacks.			
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
June 30, 1890:											
Repaired	16,026	870	718	334	651,587	49,375	12,721				500
Condemned	2,509	585	293	93	42,540	1,882					
June 30, 1891:											
Repaired	19,059	684	505	242	1,071,220	42,800	4,483				
Condemned	2,719	490	326	115	32,028	599	28				
June 30, 1892:											
Repaired	28,364	479	356	^a 409	1,062,898	56,977	6,752	34	255	114	28
Condemned	1,443	517	219	50	140,463	283	175	10	65	35	32
June 30, 1893:											
Repaired	38,221	363	267	^b 315	1,015,854	70,967	10,972			52	
Condemned	332	351	289	116	55,938	618	71			17	
June 30, 1894:											
Repaired	45,984	536	479	257	1,042,343	86,482	6,696	94	295	61	20
Condemned	36	759	527	183	72,814	785	571	1	8	20	23
June 30, 1895:											
Repaired	49,183	669	253	255	1,224,098	91,462	4,767	40	74	29	7
Condemned		696	515	243	85,820	1,648	291		6	2	4
June 30, 1896:											
Repaired	51,776	913	212	166	1,370,077	65,200	10,064	96	253	156	20
Condemned	5,239	587	348	203	159,172	6,991	233	12	100	10	2
June 30, 1897:											
Repaired	69,801	1,126	438	280	1,166,296	70,276	7,104	215	341	165	63
Condemned	2,907	410	189	98	95,788	6,317	812	21	8	9	5
June 30, 1898:											
Repaired	63,778	1,329	302	213	985,790	83,944	19,389	146	309	122	19
Condemned	9,826	1,216	317	269	148,609	12,780	302	40	55	29	19
June 30, 1899:											
Repaired	71,027	806	298	189	999,037	95,854	23,750	75	211	118	41
Condemned	3,928	1,355	331	282	97,678	9,805	746	35	82	9	4
June 30, 1900:											
Repaired	86,949	900	204	151	1,035,817	84,918	20,643	143	266	175	178
Condemned	4,816	1,035	310	258	73,400	12,652	655	16	94	63	11
June 30, 1901:											
Repaired	96,940	1,174	311	215	1,081,285	105,589	18,250	245	181	35	5
Condemned	5,611	965	260	192	10,617	4,582	1,215	87	34	20	6
June 30, 1902:											
Repaired	87,120	1,062	279	83	1,164,268	144,793	12,985	467	304	101	78
Condemned	5,269	1,023	254	226	11,221	2,284	733	70	54	31	11

^a 160 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

^b 95 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

U.—*Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last thirteen fiscal years—Continued.*

Fiscal year ending—	United States foreign canvas sacks.				Inner register sacks.				Boyle pouches.	Sea-island sacks.	Knap-sack pouches.
	No. 0.	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 4.			
June 30, 1890:											
Repaired	129	2,152	1,121	.....	151	342	81	25	.....	.....	.....
Condemned		89	56	6	28	27	9	2	.....	.....	.....
June 30, 1891:											
Repaired		2,702	216	279	850	2,189	1,412	1,118	.....	.....	.....
Condemned	455	981	297	142	6	21	184	63	.....	.....	.....
June 30, 1892:											
Repaired	636	2,489	308	407	352	877	216	64	.....	.....	.....
Condemned	39	546	76	10	157	7	.....	.....	.....	.....	.....
June 30, 1893:											
Repaired	30	119	28	2,911	5	949	.....	.....	.....	.....	.....
Condemned	18	195	47	60	a 705	7	.....	.....	.....	.....	.....
June 30, 1894:											
Repaired	359	3,484	1,602	8,059	.....	1,670	559	182	277	.....	.....
Condemned	41	291	64	196	23	319	54	20	.....	.....	.....
June 30, 1895:											
Repaired	594	2,797	814	1,889	.....	1,928	508	141	250	7,088	.....
Condemned	3	82	30	125	129	1,732	862	319	.....	.....	.....
June 30, 1896:											
Repaired	1,260	5,227	2,862	2,639	.....	89	227	.....	.....	184	.....
Condemned	12	96	18	25	.....	156	87	47	.....	.....	.....
June 30, 1897:											
Repaired	414	4,512	1,582	2,331	.....	1,346	431	695	.....	98	.....
Condemned	33	81	48	112	.....	654	825	151	.....	12	.....
June 30, 1898:											
Repaired	342	3,613	1,388	1,323	.....	1,809	796	13	.....	13	6
Condemned	10	59	4	64	.....	865	345	195	.....	23	3
June 30, 1899:											
Repaired	362	5,493	1,658	3,157	.....	1,184	317	7	.....	996	.....
Condemned	28	208	82	138	.....	416	236	53	.....	.....	.....
June 30, 1900:											
Repaired	469	5,740	1,491	2,300	.....	1,548	463	68	.....	367	.....
Condemned	10	166	31	231	.....	433	239	172	.....	71	.....
June 30, 1901:											
Repaired	425	4,856	1,514	1,957	.....	1,917	352	29	.....	413	.....
Condemned	12	170	31	142	.....	785	393	133	.....	29	.....
June 30, 1902:											
Repaired	492	5,766	1,382	980	.....	1,790	325	7	.....	319	4
Condemned	85	658	68	350	.....	813	383	112	.....	16	2

a Condemned and made over into No. 2 sacks.

U.—Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last thirteen fiscal years—Continued.

[illegible]

V.—Table showing the number of each size of various kinds of mail bags and locks issued by the Mail Bag Depository at New York, N. Y., during each month of the fiscal year ended June 30, 1902.

Month.	Pouches.				Through registered pouches.			Catcher pouches.
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.	
July, 1901	27,998	53,190	33,855	9,739	989	4,301		4,181
August, 1901	27,995	51,780	39,120	9,710	974	4,268		4,168
September, 1901	25,311	47,168	33,529	8,814	888	4,068		4,248
October, 1901	25,640	49,737	33,219	9,755	1,082	4,566		5,068
November, 1901	25,770	43,252	27,581	10,061	957	4,506		4,258
December, 1901	25,216	44,068	30,822	9,911	1,080	4,744		4,692
January, 1902	28,279	46,245	29,661	10,365	781	4,704		4,888
February, 1902	21,430	43,406	24,509	9,070	692	4,181		4,128
March, 1902	22,969	50,726	26,751	9,717	993	4,351		4,150
April, 1902	24,049	47,929	27,765	9,669	1,011	4,396		4,173
May, 1902	25,110	48,611	28,948	9,855	1,092	4,599		4,495
June, 1902	25,101	47,613	27,193	9,627		4,520		3,716
Total	305,858	573,725	362,898	116,283	11,400	53,129		52,119
Grand total		1,358,764				64,529		52,119

Month.	Third avenue pouches.	Inner registered sacks.			Sacks for second, third, and fourth class matter.			Sea-land sacks.
		No. 2.	No. 3.	No. 4.	No. 1.	No. 2.	No. 3.	
July, 1901	181	1, 128	1, 046	521	537, 486	48, 538	1, 833	74
August, 1901	181	1, 138	965	546	533, 528	31, 962	2, 264	46
September, 1901	181	1, 112	961	486	507, 663	39, 100	2, 511	40
October, 1901	181	1, 042	981	674	612, 775	50, 980	6, 231	43
November, 1901	181	1, 018	1, 060	516	535, 865	40, 470	9, 789	38
December, 1901	181	1, 268	1, 146	694	608, 088	45, 487	11, 067	41
January, 1902	181	1, 140	1, 253	679	518, 236	40, 147	9, 815	40
February, 1902	181	1, 141	1, 091	412	496, 692	29, 887	8, 842	23
March, 1902	181	1, 316	1, 174	481	630, 504	41, 727	16, 247	11
April, 1902	181	1, 269	1, 125	632	599, 577	53, 860	16, 942	34
May, 1902	181	1, 329	1, 353	696	563, 340	43, 344	16, 602	31
June, 1902	181	1, 246	1, 257	802	547, 571	40, 846	15, 196	16
Total	2, 172	14, 142	13, 412	7, 138	6, 705, 397	508, 368	116, 289	437
Grand total ...	2, 172	34, 692			7, 328, 064			437

Month.	Special R. M. S. sacks.	Foreign canvas sacks.				Foreign registered sacks.				Mail locks.	
		No. 0.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
July, 1901.....	8	1,969	11,008	2,674	2,681	443	1,142	695	27	7,613	106,606
August, 1901.....		2,002	9,515	2,415	2,522	516	1,268	772	26	7,582	120,225
September, 1901..	8	1,967	12,320	2,414	2,518	537	1,092	875	28	7,065	106,015
October, 1901.....	8	2,718	27,768	2,705	2,230	520	1,222	824	32	7,671	121,680
November, 1901...	8	2,511	11,247	2,258	2,032	449	1,051	688	33	7,384	105,258
December, 1901...	9	2,626	12,335	2,617	2,126	789	1,431	1,008	36	8,143	105,319
January, 1902.....	9	1,979	13,544	2,224	2,129	678	1,186	874	27	8,081	105,516
February, 1902....	9	2,229	10,452	2,111	1,958	545	985	913	30	7,141	91,824
March, 1902.....	9	2,499	11,371	2,050	2,163	628	1,127	992	64	7,572	106,523
April, 1902.....	12	2,201	14,637	2,605	2,680	498	1,120	1,045	470	8,168	102,686
May, 1902.....	12	2,005	13,008	2,509	2,385	566	1,523	688	735	8,901	107,399
June, 1902.....	12	1,394	12,013	3,345	2,524	775	1,469	641	280	8,499	97,839
Total	104	26,090	159,238	29,927	28,398	6,939	14,621	9,965	1,788	94,015	1,278,845
Grand total.	104		243,658				33,813			1,872,860	

W.—Table showing amount of equipment issued by each of the eight grand depository offices during the fiscal year ended June 30, 1902.

	Pouches.				Through registered pouches.			Catcher pouches.
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.	
Atlanta, Ga.	22,806	9,491	4,060	2,043	378	9,498	.....	10,304
Boston, Mass.	110,081	190,369	179,107	141,617	4,208	18,559	1,812	12,469
Chicago, Ill.	393,828	190,258	61,369	22,902	7,346	49,093	.....	25,454
Cincinnati, Ohio. .	41,575	52,446	42,527	28,095	1,182	19,085	1,078	14,670
New York, N. Y. . .	305,858	573,725	362,898	116,283	11,400	53,129	.....	52,119
St. Louis, Mo.	145,460	61,166	95,726	20,898	25,677	31,505	.....	23,059
St. Paul, Minn.	41,318	28,914	13,205	2,368	2,930	.....	.....	2,592
San Francisco, Cal.	51,280	60,851	8,644	5,491	3,794	6,086	317	14,251
Total.	1,142,206	1,167,260	767,536	339,697	56,910	184,949	3,207	154,918
Grand total. . . .	3,416,699				245,066			154,918

	Horse mail bags.			Inner registered sacks.			Sacks for second, third, and fourth class matter.			Sea island sacks.
	No. 1.	No. 2.	No. 3.	No. 2.	No. 3.	No. 4.	No. 1.	No. 2.	No. 3.	
Atlanta, Ga.	20	17	12	3,120	4	2	238,543	1,817	468	.....
Boston, Mass. ....	.....	.....	.....	6,961	16,419	1,074	1,524,945	297,863	10,117	.....
Chicago, Ill. ....	.....	.....	.....	19,541	5,228	.....	3,365,687	14,980	11,505	.....
Cincinnati, Ohio. .	47	.....	.....	5,082	4,900	5,856	1,425,937	51,908	2,425	.....
New York, N. Y. . .	.....	.....	.....	14,142	13,412	7,138	6,705,397	506,368	116,289	437
St. Louis, Mo. ....	.....	108	.....	25,218	4	.....	2,965,060	58,666	.....	.....
St. Paul, Minn. ....	.....	.....	.....	6,608	.....	.....	501,069	7,447	.....	.....
San Francisco, Cal.	24	.....	.....	17,026	519	.....	916,716	21,211	1,364	.....
Total.	93	125	12	97,678	40,486	14,074	17,643,354	960,260	142,158	437
Grand total. . . .	230			152,238			18,746,209			437

	Foreign canvas sacks.				Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
Atlanta, Ga. ....	.....	.....	.....	.....	.....	.....	.....	.....	13,023	48,150
Boston, Mass.	1,968	7,247	9,581	.....	88	676	5,449	2,963	24,425	627,128
Chicago, Ill.	1,330	8,532	3,912	8,677	.....	169	170	421	74,128	637,860
Cincinnati, Ohio. .	.....	.....	.....	.....	.....	.....	1,875	.....	86,985	137,743
New York, N. Y. . .	26,090	159,238	29,927	28,398	6,989	14,621	9,965	1,788	94,015	1,278,845
St. Louis, Mo.	70	3,394	4,392	10,066	.....	.....	.....	.....	80,570	307,374
St. Paul, Minn. ....	.....	.....	.....	.....	.....	.....	.....	.....	17,840	86,537
San Francisco, Cal.	468	22,775	2,117	4,317	2,905	2,029	1,401	300	26,693	150,994
Total.	30,526	201,186	49,929	51,458	9,932	17,495	18,860	5,472	367,679	3,274,626
Grand total. . . .	338,099				51,259				3,642,305	

X.—Number of United States mail pouches and sacks in service June 30, 1902.

	In use July 1, 1900.	In use July 1, 1901.	Fur- nished under contract during year.	Made at re- pair shop.	Total.	Con- demn- ed and retired from service.	Sold to Cuban and Phil- ippine Islands postal ad- minis- trations.	In use July 1, 1902.
Pouches:								
No. 2.....	69,676	64,669	^a 13,980	400	79,049	14,281	400	64,868
No. 3.....	65,079	63,065	^a 8,533	200	71,818	8,664	200	62,964
No. 4.....	48,382	47,579	2,026		49,605	10,040		39,565
No. 5.....	10,992	18,457	24	11,670	30,151	2,070		28,081
Through registered pouches:								
No. 1.....	2,881	3,013			3,013	210		2,803
No. 2.....	4,096	4,134		761	4,885	436		4,449
No. 3.....	2,182	2,167			2,167			2,167
Catcher pouches.....	35,076	36,480	9,041	1,006	46,526	5,269		41,267
Horse mail bags:								
No. 1.....	4,966	4,725		540	5,265	1,028	25	4,217
No. 2.....	1,679	1,986		461	2,387	226		2,138
No. 3.....	769	567		347	914	264		688
Sacks for second, third, and fourth class matter:								
No. 1.....	547,088	659,908	60,000	4,000	723,908	11,221	4,000	708,682
No. 2.....	90,777	106,721	10,106	500	117,326	2,284	500	114,592
No. 3.....	53,143	51,963	11,846		63,809	733		63,076
Inner registered sacks:								
No. 1.....	57	57			57			57
No. 2.....	3,317	3,017		2,228	5,245	813		4,432
No. 3.....	3,224	3,116		1,217	4,333	383	100	3,850
No. 4.....	918	785		300	1,085	112		973
Foreign canvas sacks:								
No. 0.....	4,820	4,835			4,835	85		4,750
No. 1.....	22,223	22,090	3,500	400	25,980	658	400	24,922
No. 2.....	15,360	15,356	500		15,856	68		15,788
No. 3.....	12,167	12,084			12,084	350		11,734
Foreign registered sacks:								
No. 0.....	7,226	7,442	800		8,242	70		8,172
No. 1.....	10,172	10,423	1,500		11,923	54		11,869
No. 2.....	2,606	2,686			2,686	31		2,655
No. 3.....	2,649	2,745			2,745	11		2,735
Coin sacks.....	82,546	83,146		4,114	37,260			37,260
Sea island sacks.....	14,622	14,996			14,996	16		14,980
Knapsack pouches.....	22	23			23	2		21
Sacks for letter boxes.....	183	110			110			110
Special sacks for Alaska.....	250	250			250			250
Special pouches for Alaska.....	249	249			249			249
Special "8 A" pouches.....	250	252			252			252
Special No. 3 sacks, strung.....	150	150			150			150
Special Railway Mail Service waste sacks.....	14,178	13,206	3,881		17,067	766		16,321
Special Railway Mail Service canvas sacks (for postal clerks).....	3,007	2,929			2,929	39		2,890
"Queen Bee" pouches.....	50	51			51			51
Pneumatic-tube pouches.....	120	122			122			122
Special-lock pouches.....	43	43			43			43
Total.....	1,067,134	1,215,552	^a 125,736	28,123	1,369,411	60,099	5,625	1,303,687

^a Including 1,964 No. 2 and 1,478 No. 3 pouches received in exchange from the Philippine Islands postal administration for distinctive equipment made at the Mail Bag Repair Shop for the exclusive use of that service.

^b No. 5 "C" pouches.

Y.—Statement of condemned material sold at the mail-equipment shops during the fiscal year ended June 30, 1902.

Name of contractor.	Date of delivery.	Articles.	Quantity delivered.	Price.	Total.
			<i>Pounds.</i>		
Lewis Hopfenmaier	Aug. 15, 1901	Condemned clean canvas.	12, 242	\$2.44 per 100 pounds.	\$298. 70
Do.....	.....do.....	Condemned string.....	944	59 cents per 100 pounds.	5. 57
By advertisement ..	Oct. 17, 1901	Condemned rolled brass, etc.	4, 660	11 cents per pound .	512. 60
Do.....	Oct. 4, 1901	Condemned brass lock cases.	830½	9½ cents per pound .	31. 81
Do.....	.....do.....	Condemned brass scale weights.	845½	4½ cents per pound .	16. 41
Do.....	.....do.....	Condemned bronze shackles, etc.	961½	10½ cents per pound..	96. 84
Do.....	Oct. 1, 1901	Condemned phosphor-bronze springs.	192½	\$11.01 per 100 pounds	21. 19
Do.....	.....do.....	Condemned iron and steel.	14, 642	33 cents per 100 pounds.	48. 82
Do.....	.....do.....	Condemned clean brass grommets.	5, 223	11 cents per pound .	574. 68
Do.....	.....do.....	Condemned dirty brass grommets.	1, 591	.....do.....	175. 01
Do.....	Sept. 27, 28, 30, 1901.	Condemned brass label cases.	170	\$9.01 per 100 pounds.	15. 82
Do.....	.....do.....	Condemned brass staples and burrs.	86½	.....do.....	7. 79
Do.....	Oct. 29, 1901	Condemned copper rivets and burrs.	44	13½ cents per pound..	5. 94
Do.....	Sept. 27, 28, 30, 1901.	Condemned iron clips with leather stubs.	1, 102	11 cents per 100 pounds.	1. 21
Do.....	.....do.....	Condemned canvas web straps with metal clips.	1, 186	15 cents per 100 pounds.	1. 78
Do.....	Oct. 29, 1901	Condemned burlaps.....	269	2 cents per pound ..	5. 38
Do.....	Sept. 27, 28, 30, 1901.	Condemned sacks coated with tar.	1, 259	\$1.06 per 100 pounds.	13. 36
Lewis Hopfenmaier	Oct. 17, 1901	Condemned string.....	1, 408	59 cents per 100 pounds.	8. 31
Hans Rees' Sons....	July 31, 1901	Condemned scrap leather.	16, 878	\$4.86 per 100 pounds.	618. 58
S. Bensinger & Co..	Dec. 20, 1901	Condemned jute heads with rings.	2, 722	41 cents per 100 pounds.	11. 16
Lewis Hopfenmaier	Oct. 17, 1901	Condemned clean canvas.	11, 660	\$2.44 per 100 pounds.	284. 50
Hans Rees' Sons....	Dec. 11, 1901	Condemned scrap leather.	26, 271	\$4.86 per 100 pounds.	1, 274. 14
By advertisement ..	Nov. 12, 1901	Condemned 50-horsepower engine.	(a)	.....	182. 00
Lewis Hopfenmaier	Dec. 20, 1901	Condemned clean canvas.	15, 102	\$2.44 per 100 pounds.	368. 49
Do.....	.....do.....	Condemned string.....	1, 476	59 cents per 100 pounds.	8. 71
S. Bensinger & Co..	.....do.....	Condemned jute	8, 146	69½ cents per 100 pounds.	21. 86
Lewis Hopfenmaier.	Feb. 5, 1902	Condemned clean canvas.	13, 785	\$2.44 per 100 pounds.	335. 87
Hans Rees' Sons....	Feb. 21, 1902	Condemned scrap leather.	9, 411	\$4.86 per 100 pounds.	456. 43
Lewis Hopfenmaier.	Feb. 6, 1902	Condemned string	1, 145	59 cents per 100 pounds.	6. 76
Hans Rees' Sons....	Apr. 8, 1902	Condemned scrap leather.	5, 100	\$4.86 per 100 pounds.	247. 35
Lewis Hopfenmaier.	Mar. 29, 1902	Condemned clean canvas.	12, 615	\$2.44 per 100 pounds.	307. 81
S. Bensinger & Co..	May 22, 1902	Condemned jute	1, 698	69½ cents per 100 pounds.	11. 80
Do.....	.....do.....	Condemned jute heads with rings.	3, 946	41 cents per 100 pounds.	16. 18
Hans Rees' Sons....	May 20, 1902	Condemned scrap leather.	10, 000	\$4.86 per 100 pounds.	485. 00
Lewis Hopfenmaier.	Apr. 28, 1902	Condemned clean canvas.	7, 008	\$2.44 per 100 pounds.	171. 00
Do.....	.....do.....	Condemned string	2, 213	59 cents per 100 pounds.	13. 06
Do.....	June 30, 1902	.....do.....	616	.....do.....	3. 68
Do.....	.....do.....	Condemned clean canvas.	8, 625	\$2.44 per 100 pounds.	210. 45
S. Bensinger & Co..	.....do.....	Condemned jute	1, 025	69½ cents per 100 pounds.	7. 12
Do.....	.....do.....	Condemned jute heads with rings.	1, 046	41 cents per 100 pounds.	4. 29
Hans Rees' Sons....	Aug. 4, 1902	Condemned scrap leather.	14, 000	\$4.86 per 100 pounds.	679. 00
Lewis Hopfenmaier.	June 30, 1902	Condemned clean canvas.	4, 367	\$2.44 per 100 pounds.	106. 55
Do.....	.....do.....	Condemned string	890	59 cents per 100 pounds.	2. 30
By advertisement ..	June 25, 1902	Condemned cast and rolled bronze.	844½	8½ cents per pound	67. 64
Do.....	.....do.....	Condemned rolled yellow brass.	8, 548	8 cents per pound ..	683. 84
Do.....	.....do.....	Condemned brass	1, 445	.....do.....	115. 60
Do.....	.....do.....	Condemned brass grommets.	6, 481	8½ cents per pound..	567. 09

(a) One 50-horsepower engine.

Y.—Statement of condemned material sold at the mail-equipment shops during the fiscal year ended June 30, 1902—Continued.

Name of contractor.	Date of delivery.	Articles.	Quantity delivered.	Price.	Total.
By advertisement ..	June 22, 1902	Condemned orolde	<i>Pounds.</i> 37	8 cents per pound ..	2.96
Do.....do.....	.....do.....	Condemned German silver.	69	10 cents per pound..	6.90
Do.....	June 25, 1902	Condemned iron and steel.	32,062½	51½ cents per 100 pounds.	165.12
Do.....	June 24, 1902	Condemned web straps...	758	½ cent per pound ...	3.79
Do.....do.....	.....do.....	Condemned broken shears.	a 36	\$1 for lot.....	1.00
Do.....	June 20, 1902	Condemned painted canvas.	1,915	½ cent per pound ...	9.58
Do.....	June 15, 1902	Condemned iron and type metal.	1,350	2½ cents per pound .	28.69

a Pairs.

REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY-MAIL SERVICE
TO THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR
1902.

REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

TO THE
SECOND ASSISTANT POSTMASTER-GENERAL FOR 1902.

POST-OFFICE DEPARTMENT,
OFFICE OF GENERAL SUPERINTENDENT
RAILWAY MAIL SERVICE,
Washington, D. C., October 22, 1902.

SIR: I have the honor to submit herewith my annual report of the operations of the Railway Mail Service for the year ended June 30, 1902, consisting of statistical tables showing the extent of the service, number of clerks, miles run, mail distributed, examinations passed, errors made in distribution, casualties, comparisons with former years, etc., a statement of the cost of the service during the past fiscal year, the probable cost during the present fiscal year, and estimates of the amounts necessary to maintain the service during the year ending June 30, 1904, together with such remarks and recommendations as seem to me proper at this time.

NUMBER OF LINES AND CLERKS.

There were in operation on the 30th of June, 1902, 146 full railway post-office lines, manned by 1,911 crews, aggregating 5,682 clerks (including 41 acting clerks); 1,132 apartment railway post-office lines, manned by 2,835 crews, aggregating 3,138 clerks (including 37 acting clerks); 23 electric car lines, with 30 crews and 31 clerks (including 2 acting clerks); 49 steamboat lines, with 82 crews and 82 clerks (including 24 acting clerks); making a total of 1,350 lines of all kinds, manned by 8,933 clerks, which only covers the working force of the lines. In addition, there were 47 officials, 95 chief clerks, 394 transfer clerks employed in handling the mails at important junction points, and 262 clerks detailed to clerical duty in the various offices of the service, making a grand total of 9,731 employees in the service, an increase during the year of 549 employees, as shown by the following table:

Year.	Officials.	Chief clerks.	Employed on rail-road lines.	Employed on steam-boat lines.	Employed on electric lines.	Detailed to transfer duty.	Detailed to office duty.	Total.
1901	46	81	8,331	72	26	368	268	9,182
1902	47	95	8,320	82	31	394	262	9,731
Increase ..	1	14	489	10	5	26	4	549

MILEAGE.

The miles of railroad covered by full railway post-office lines was 49,587.69; by apartment railway post-office lines, 115,577.83; by electric and cable car lines, 330.50; the miles covered by steamboat lines was 13,300.91, making a total mileage of 178,796.93 covered by railway post-office service. The annual miles run by crews on full railway post-office lines was 96,734,191; by crews on apartment railway post-office lines, 121,756,721; by crews on electric and cable car lines, 608,805; by crews on steamboat lines, 2,490,282, making a total of 221,589,999 miles of railway post-office service. In addition to this, there was closed-pouch service on 21,296.46 miles of railroad, with an annual mileage traveled of 25,296,961; the same character of service on 2,899.32 miles of electric and cable lines, the annual mileage of which was 4,620,086; and 21,037.94 miles of closed-pouch service on steamboat lines, with an annual mileage of 2,926,116, making a total mileage of 45,233.72 for closed-pouch service, the annual mileage of which was 32,843,163. In addition to the above, there were 68,733,605 miles of service by express pouches on other than railway post-office trains on lines on which there was service by clerks. This makes a grand total of 323,166,767 miles of service for the year by railroad, electric, and cable, and steamboat lines, as shown by the following table:

Character of service.	Miles of service.		Annual miles of service.	
	1901.	1902.	1901.	1902.
Railway post-office service—				
On full car lines	47,819.31	49,587.69	89,419,281	96,734,191
On apartment-car lines	114,999.85	115,577.83	117,976,753	121,756,721
On electric-car lines	283.50	330.50	499,020	608,805
On steamboat lines	19,061.38	14,300.91	2,326,522	2,490,282
Total	182,154.04	179,796.93	210,221,576	221,589,999
Closed-pouch service—				
On railroads	20,235.96	21,296.46	24,072,558	25,296,961
On electric lines	2,452.79	2,899.32	3,992,240	4,620,086
On steamboat lines	14,919.52	20,037.94	2,325,786	2,926,116
On express trains			71,144,733	68,733,605
Total	37,608.27	44,233.72	101,535,267	101,576,768
Grand total	219,762.31	224,030.65	311,756,843	323,166,767

EQUIPMENT.

There were at the close of the fiscal year under consideration 801 whole cars in use and 215 in reserve, 2,268 apartments in cars in use and 501 in reserve, making a total of 3,785 cars and apartments on railroad lines. In addition to this, there were 24 cars on electric and cable lines and 83 apartments on steamboat lines, making a total of 3,892 whole cars and apartments.

MAIL DISTRIBUTED.

There were 8,177,531,240 pieces of first-class matter handled by railway postal clerks during the year closed, and 6,885,299,400 pieces of second, third, and fourth class matter, making a total of 15,062,830,640 pieces exclusive of registered matter. Of registered matter there were handled 22,155,253 packages and cases, 1,324,295 through registered pouches, and 694,626 inner registered sacks, making in all 24,174,174.

The following table will show the number of clerks assigned to lines, the amount of mail handled, the number of errors in distribution, with the per cent of increase or decrease, for the period shown:

Year ended June 30—	Number of clerks. (a)	Percent of increase.	Pieces of mail matter distributed.	Per cent of increase.	Errors in distribution.	Per cent.		Pieces correct to each error.	Per cent.	
						Increase.	Decrease.		Increase.	Decrease.
1877	1,046	.....	864,700,000	.....	264,917	.....	.....	2,500	.....	.....
1888	5,094	.....	6,528,772,060	.....	1,765,821	.....	.....	3,694	.....	.....
1889	5,448	6.96	7,026,887,130	7.63	1,777,296	0.66	.....	3,954	7.04	.....
1890	5,836	7.12	7,847,725,600	10.26	2,769,245	55.81	.....	2,834	.....	28.33
1891	6,082	3.36	8,546,370,090	8.90	2,005,973	.....	27.56	4,261	50.35	.....
1892	6,417	6.38	9,227,816,090	7.97	1,658,457	.....	17.32	5,564	30.58	.....
1893	6,645	3.55	9,772,075,810	5.90	1,367,890	.....	17.62	7,144	28.40	.....
1894	6,852	3.10	10,033,973,790	2.62	1,281,094	.....	6.34	7,831	9.62	.....
1895	7,045	2.82	10,377,875,040	3.43	1,166,682	.....	9	8,894	13.57	.....
1896	7,408	5.15	11,166,323,240	7.60	1,134,411	.....	2.76	9,843	10.67	.....
1897	7,573	2.23	11,571,540,690	3.63	967,538	.....	14.71	11,960	21.51	.....
1898	7,999	5.62	12,225,706,220	5.65	1,172,433	21.17	.....	10,428	.....	12.81
1899	8,388	4.86	13,351,992,725	4.96	1,312,388	11.94	.....	10,174	.....	2.43
1900	8,695	3.66	13,792,607,160	3.30	1,355,464	3.28	.....	10,175	.....	.....
1901	8,978	3.25	14,181,224,420	2.81	1,335,505	.....	1.47	10,618	4.35	.....
1902	9,485	5.65	15,062,830,640	6.22	1,309,594	.....	1.94	11,502	8.32	.....

a Acting clerks not included in this table.

ERRORS IN DISTRIBUTION.

The above table also shows that there were 1,309,594 errors in distribution charged against railway postal clerks during the year, as against 1,335,505 for last year, a decrease of 1.94 per cent. There were 922,286 errors in distribution checked against post-offices, an increase as compared with last year of 37,273, or about 4.21 per cent.

The following table will show the missent and misdirected matter for the years ended June 30, 1901 and 1902:

Matter.	1901.	1902.	Increase.	Decrease.
Missent:				
Letter packages	23,558	24,161	603	.....
Pouches	3,435	3,593	158	.....
Sacks	3,756	4,196	439	.....
Registered packages	1,163	1,517	354	.....
Registered pouches and inner registered sacks	123	192	69	.....
Misdirected:				
Letter packages	3,342	3,608	261	.....
Pouches	601	754	153	.....
Sacks	1,662	1,596	.....	66

The following table will show the errors in distribution made by all the post-offices:

Character of errors.	1901.	1902.	Increase.	Decrease.
Errors in distribution:				
Incorrect slips returned	490,050	530,411	40,361	.....
Errors on incorrect slips	912,525	908,456	.....	4,069
Missent:				
Letter packages	12,813	13,833	1,020	.....
Pouches	2,453	2,967	514	.....
Registered packages	3,258	4,149	891	.....
Registered pouches	44	29	.....	15
Inner registered sacks	93	110	17	.....
Sacks	594	597	3	.....
Misdirected:				
Letter packages	6,287	6,919	632	.....
Pouches	1,693	1,944	251	.....
Registered packages	86	146	60	.....
Registered pouches	18	22	4	.....
Inner registered sacks	41	43	2	.....
Sacks	1,867	1,288	.....	79

NIXIES.

The number of pieces of mail matter so illegibly addressed as to require special attention before delivery could be effected, or which could not be delivered at all, was 19,954,437. This is an increase over last year of 2,755,442. Of the 19,954,437 pieces handled, 10,821,051 were returned to senders or corrected and forwarded to destinations, the balance being sent to the Dead-Letter Office or otherwise disposed of in accordance with the regulations.

The pieces of nixie matter handled and the disposition made of same during the last five years can be seen by the following table:

Disposition.	1898.	1899.	1900.	1901.	1902.
Returned to sender.....	4,348,651	4,356,010	4,700,859	5,381,191	6,223,103
Corrected and forwarded	3,311,934	3,368,936	3,577,859	4,116,074	4,597,948
Held for postage	1,126,062	1,494,564	1,577,272	1,813,279	2,187,151
Sent to Dead-Letter Office.....	504,585	604,955	691,216	676,907	835,189
Disposed of as waste.....	4,217,254	4,781,620	4,070,078	5,211,544	6,111,046
Total	13,508,486	14,606,085	14,617,284	17,198,995	19,954,437

CASE EXAMINATION.

There were 23,039 examinations of permanent railway postal clerks. The number of cards handled was 24,278,670, of which 98.78 per cent were handled correctly. Last year's report shows 21,719 examinations, 23,175,943 cards handled, 98.82 per cent correctly. The probationary clerks passed 1,274 examinations, handling 1,168,686 cards, 97.65 per cent correctly. Last year this class of clerks passed 1,308 examinations, handling 1,202,654 cards, 97.89 per cent correctly.

The following is a statement of the examinations of permanent and probationary clerks combined for a period of ten years:

Year ended June 30—	Examinations.	Cards handled.	Correctly handled.	Per cent correct.	Average number of cards per examination.
1892.....	16,670	18,127,114	17,126,604	94.48	1,088
1893.....	15,676	17,796,280	16,958,511	95.29	1,135
1894.....	19,512	22,193,083	21,483,375	96.80	1,137
1895.....	19,522	22,589,860	22,065,337	97.68	1,157
1896.....	19,531	22,159,757	21,722,913	98.03	1,135
1897.....	21,078	23,241,438	22,868,753	98.40	1,103
1898.....	21,899	23,352,245	22,976,326	98.30	1,066
1899.....	20,194	22,032,415	21,747,729	98.71	1,091
1900.....	21,462	23,152,969	22,863,185	98.74	1,079
1901.....	23,027	24,378,597	24,079,891	98.77	1,059
1902.....	24,313	25,447,356	25,124,293	98.77	1,046

In addition to the above there were 2,464 examinations made by substitutes. The number of cards handled was 2,257,068, of which 97.83 per cent were handled correctly. Last year there were 2,383 examinations, and 2,167,971 cards handled, with 98.04 per cent correct.

CASUALTIES.

The number of casualties for the year was greater, I regret to say, than for any preceding year in the history of the service. There

were 9 clerks killed, as compared with 7 the preceding year; 88 seriously injured and 302 slightly injured, as compared with 63 seriously and 229 slightly injured the year preceding. Constant effort is made to surround the clerks with every safeguard; the cars are constructed as strongly as it is possible to make them and the latest improved devices for heating and lighting are insisted upon; but still the terrible roll of killed and maimed clerks increases from year to year, and the necessity for some action looking to the relief of those disabled in the service or unfitted for its arduous duties by reason of long service and advancing years becomes more and more apparent. The provision incorporated in the appropriation bill for the current year for the first time authorizing the Postmaster-General to pay to the legal representatives of clerks killed in the line of duty the sum of \$1,000 was a step in the right direction, and it is to be hoped that it will be repeated in the bill for each succeeding year. It is but a step, however. Railroad companies and large corporations of all kinds, as was shown in that report, are finding it to their interests to care for their disabled employees in some manner that will permit them to maintain a thoroughly capable and qualified corps of subordinates without violating the spirit of humanity, which causes them to shrink at throwing out upon the cold mercy of the world men or women who have grown old and unfit for service in their employ without being able to accumulate sufficient resources to support themselves after they have passed the earning period.

The following is a list of the clerks killed during the year:

July 4, 1901, J. W. Kendall and E. C. McKimney, Austin and Albia R. P. O., were killed in a train wreck near Hampton, Iowa.

July 9, 1901, O. G. McCullom, Buffalo and Cincinnati R. P. O., was killed in a train wreck near Nottingham, Ohio.

September 5, 1901, Acting Clerk Alex. F. Jackson, Paris and Cleburne R. P. O., was killed in a train wreck at Dallas, Tex.

November 9, 1901, John T. Shearer, transfer clerk, Spokane, Wash., died from injuries received by falling from a mail wagon October 21, 1901, at Spokane, Wash.

December 17, 1901, James E. Carpenter, Marion and Council Bluffs R. P. O., was killed in a train wreck near Potter, Iowa.

February 2, 1902, J. Aubrey Rice, Hamlet and Jacksonville R. P. O., killed in a train wreck near Limerick, Ga.

February 27, 1902, Leo G. Murray, Atlanta, Fayetteville and Columbus R. P. O., killed in a train wreck near Zetella, Ga.

June 22, 1902, Caleb J. Robinson, Minneapolis and Council Bluffs R. P. O., killed in a train wreck at Ashton, Iowa.

The following is a statement of casualties from 1875 to 1902:

Year ended June 30—	Total clerks.	Acci- dents.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875.....	2,288	.....	1	.....	.....
1876.....	2,415	.....	1	.....	.....
1877.....	2,500	27	2	10	4
1878.....	2,608	36	2	15	8
1879.....	2,609	35	3	14	13
1880.....	2,946	26	.....	14	15
1881.....	3,177	62	7	15	22
1882.....	3,570	88	8	16	20
1883.....	3,855	114	1	35	42
1884.....	3,968	154	7	28	60
1885.....	4,387	102	2	35	65
1886.....	4,573	211	.....	56	60
1887.....	4,851	244	5	45	72
1888.....	5,094	248	4	63	45
1889.....	5,448	198	10	95	40
1890.....	5,886	261	4	41	58
1891.....	6,032	219	13	68	84

Year ended June 30—	Total clerks.	Accidents.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1892.....	6,417	345	5	60	112
1893.....	6,645	408	10	66	115
1894.....	6,856	362	4	48	99
1895.....	7,045	497	7	50	128
1896.....	7,408	495	5	47	65
1897.....	7,573	589	14	33	75
1898.....	7,999	597	7	34	146
1899.....	8,388	799	6	50	162
1900.....	8,695	697	4	57	187
1901.....	8,978	825	7	63	229
1902.....	9,485	296	9	88	302

^a The number of accidents shown opposite 1902 are those in which clerks were killed or injured, or in which mail was lost or damaged. The accidents of other years represent those of every kind, mostly in which the car was damaged to some extent.

REORGANIZATION.

The desirability of, if not the necessity for, the reorganization and reclassification of the service has been enlarged upon so often in reports of late years that I feel that nothing can be added to what has already been said. The matter has been presented in all of its phases not only by this office but also by the clerks. Bills have been introduced in Congress and thoroughly and exhaustively discussed. While no bill for the general reorganization of the service has as yet passed both Houses of Congress, still much has been done in the direction contemplated by the bills of that character that have been introduced and considered during the past ten years. The salaries of clerks of classes 4 and 5, which for many years were held by restricted appropriations at amounts less than the maximum allowed by law, have been restored; a higher class (\$1,600 per annum) has been created for chief clerks, and allowances have been made for the traveling expenses of this class of employees; a still higher class (\$1,800 per annum) has been established for assistant division superintendents, with provision for traveling expenses; the salaries of division superintendents have been increased; fifteen days' annual leave has been granted to clerks performing daily service; the Postmaster-General has been authorized to pay \$1,000 to the families of clerks killed in the line of duty, and, last and most important, as affecting the clerks who work in the cars, provision has been made for the promotion of clerks on the heavier apartment car lines from \$1,000 to \$1,100 and \$1,200 per annum, and for the promotion of assistant chief clerks and a number of clerks on full railway post-office lines operating more than one car to a train from \$1,200 to \$1,300 per annum.

All of these changes have resulted in removing causes for complaint in the organization of the service and placing it on a more just and equitable basis.

The salaries of clerks in charge on full railway post-office lines operating more than one car to a train should, I think, be increased from \$1,400 to \$1,500 per annum, as the responsibilities placed upon these men and the qualifications requisite for the proper and satisfactory performance of their duties fully justify the increase. They have charge of crews ranging from 5 to 20 clerks, must enforce discipline, must be familiar with a wide scope of distribution, and be responsible for the proper treatment of vast quantities of important mail. The position calls for ability of a high character and the compensation should be commensurate with the qualifications demanded.

REGISTERED POUCHES MADE UP BY RAILWAY POSTAL CLERKS.

During the year a change has been made in the distribution and dispatch of registered matter that will undoubtedly result in shortening the transit time of that class of matter without in any way affecting its security.

The schemes for the distribution of registered matter have been changed so as to avoid the delays at exchange offices; that is, the "dis" matter heretofore inclosed in the through registered pouches is omitted to a large extent and forwarded as hand pieces. This naturally increases the volume of registered matter handled on R. P. O. lines and in the case of our larger lines was liable to seriously interfere with other distribution. The use of manifold bills, however, obviating the transcribing of registry records in transit, has helped to a great extent, and the system of having through registered pouches made up by the clerks on the larger lines, which has been inaugurated during the past year, will also very much decrease this work.

Special equipment has been furnished for these exchanges and nearly all of the larger R. P. O. lines are now pouching upon offices for which they have sufficient mail to justify the making up of a pouch.

The modification of the regulations so as to permit registered matter to be pouches direct between R. P. O.'s at junction points, where it is impossible to secure a hand-to-hand exchange and at the same time there is no opportunity to pass the matter through the junction office without involving considerable delay, has resulted in expediting a large quantity of registered matter.

These changes and improvements will undoubtedly make the registry system more popular with the public and increase the amount of matter registered.

NEW EQUIPMENT.

The new equipment that has been introduced in the service during the past two or three years continues to grow in favor, and has undoubtedly caused a saving to the the Government in the transportation of the mails.

The soft-head pouches are very convenient to handle and the small 5-C pouches are especially adapted to exchanges with small local offices on railroad lines. The old, heavy, cumbersome, leather pouch, it is confidently expected, will soon become unknown in the postal service, certainly in the Railway Mail Service. The new equipment is lighter, more easily handled, and in every way more desirable.

SHORTAGE SLIPS.

The shortage slip has now become one of the essential features of the service, and its advantages are becoming more and more apparent, now that its introduction has become general throughout the entire service. If a pouch fails to make its regular connection a shortage slip is made out and dispatched in lieu of the missing pouch. The cause of the failure of the pouch to connect is thus disclosed and reported at once to the proper officer of the service by the railway postal clerk, or to the proper official of the railroad by the employee of that railroad, and long and vexatious investigations thereby avoided. Taken in connection with the requirement to check all pouches in and out of mail cars and mail wagons, it furnishes a complete trace from office of dispatch to office of destination.

CIVIL-SERVICE METHODS.

The operation of the civil-service rules governing appointments in the service and promotions continues to be satisfactory. The effect of the additional requirement as to height and weight in the physical examination of applicants has not as yet become apparent, for the reason that all certifications up to the present time have been made from the eligibles examined under the old rule, but undoubtedly the increase in the requirement in height from 5 feet 4 inches to 5 feet 6 inches and as to weight from 125 to 135 pounds, will give us a class of men much better fitted for the arduous duties of a postal clerk. Experience has shown that men 5 feet 4 inches in height are not tall enough to reach the top boxes in the letter cases in our standard cars, and one whose weight is barely over 125 pounds is not heavy and strong enough to do the heavy lifting sometimes required without becoming too fatigued to continue at work on a long and tiresome run. Examinations this fall have been and will be conducted under the new rule and we may expect to see an improvement in the personnel of our substitute list in the course of a few months.

Efforts have been made in different sections of the country, through various sources, such as teachers and officials of the Y. M. C. A., to bring to the attention of their students the advantages of the Railway Mail Service, and it is confidently hoped that the results will be beneficial.

PROTECTION OF CLERKS WHILE IN THE DISCHARGE OF THEIR OFFICIAL DUTIES.

I feel constrained to again refer to the necessity for the enactment of a law for the protection of postal clerks while in the discharge of their duties. This is a matter that has been touched upon in reports of this office for several years past, but while the desirability of such legislation appears to be beyond dispute, nothing has as yet been done. We have had several cases wherein clerks have been assaulted while on duty and suffered great bodily harm, in addition to subjecting the mails in their charge to the possibility of depredation. A bill was introduced in the Fifty-fourth Congress covering this matter, which I beg to submit herewith, and ask that it, or a similar bill, be introduced in the next session of Congress:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every person who, by violence, enters a railway post-office car or apartment assigned to the use of the Railway Mail Service, or who willfully and maliciously assaults a railway postal clerk while in the discharge of his duties as such, and every person who willfully aids or assists therein, shall, for every such offense, be punishable by a fine of not less than one hundred dollars and not more than one thousand dollars, or by imprisonment for not less than one year and not more than three years.

SECOND-CLASS MAIL.

The receipts of paid second-class mail from publishers during the last five fiscal years are as follows:

	Pounds.
1898.....	336, 128, 338
1899.....	352, 051, 608
1900.....	382, 538, 999
1901.....	429, 444, 573
1902.....	454, 152, 359

The above figures show that although the total amount of paid matter continues to increase, yet the ratio of increase has been checked.

Including the "Free in county" matter of 34,094,544 pounds, the

whole foots up 488,246,903 pounds. This total is less than that for last year, but the free matter, which has heretofore been estimated only, is now actual, like the paid.

Post-office.	Number of publications.	Weight.		Total sacks mailed.	Fully made up.			Partly made up.		Mixed.	
		Mailed at 1 cent a pound.	Free in county.		Average weight.	Number of sacks.	Per cent of whole.	Number of sacks.	Per cent of whole.	Number of sacks.	Per cent of whole.
New York:											
General post-office.....	738	5,758,751		112,227	47	65,567	58.4	34,947	31.2	11,713	10.4
Branch H.....	224	2,285,814		39,536	55	26,999	68.3	9,222	23.3	3,315	8.4
Combined.....	962	8,044,565		151,763	49	92,566	61	44,169	29.1	15,028	9.9
Chicago, Ill.....	599	4,773,395	2,170	112,560	40	84,226	74.8	21,351	19	6,983	6.2
St. Louis, Mo.....	213	2,030,305		37,469	45	22,352	59.6	7,787	20.8	7,330	19.6
Philadelphia, Pa.....	303	2,012,261	1	27,680	60	16,765	60.6	8,393	30.3	2,522	9.1
Boston, Mass.:											
General post-office.....	305	1,484,176		30,041	51	13,982	46.5	11,587	38.6	4,472	14.9
Stations.....	114	37,711	16	833		403	48.4	134	16.1	296	35.5
Combined.....	419	1,521,887	16	30,874	51	14,385	46.6	11,721	38	4,768	15.4
Kansas City, Mo.....	81	1,065,910	377	23,333	41	17,749	76	2,511	10.8	3,073	13.2
Cincinnati, Ohio.....	146	850,824	2,027	12,595	72	4,166	33.1	5,743	45.6	2,686	21.3
Minneapolis, Minn.....	132	807,636	497	19,773	39	17,264	87.3	890	4.5	1,619	8.2
Augusta, Me.....	13	569,883	3,560	24,674	22	18,129	73.5	1,015	4.1	5,530	22.4
St. Paul, Minn.....	54	565,834		13,496	40	12,021	90	414	3	1,061	7
San Francisco, Cal.....	193	561,693		17,567	29	15,085	85.9	1,386	7.9	1,096	6.2
Milwaukee, Wis.....	81	561,022	8,513	14,902	41	11,757	78.9	1,338	9	1,807	12.1
Pittsburg, Pa.....	105	517,958	8,114	7,933	59	1,348	17	4,261	53.7	2,324	29.3
Detroit, Mich.....	94	496,921	6,568	10,442	41	6,930	66.4	2,014	19.3	1,498	14.3
Cleveland, Ohio.....	122	435,566	1,752	8,384	51	3,070	36.6	3,495	41.7	1,819	21.7
Atlanta, Ga.....	70	395,034		8,613	47	5,865	68.1	588	6.8	2,160	25.1
Lincoln, Nebr.....	66	378,931	2,109	9,182	41	8,382	91.3	315	3.4	485	5.3
Baltimore, Md.....	117	367,500	999	8,101	40	5,136	63.4	2,302	28.4	663	8.2
Elgin, Ill.....	17	365,467	1,252	9,174	40	9,135	99.6	21	2	18	2
Omaha, Nebr.....	64	344,175	1,900	10,467	33	8,825	84.4	631	6	1,011	9.6
Des Moines, Iowa.....	43	333,428	3,257	10,939	29	9,029	82.5	379	3.5	1,531	14
Denver, Colo.....	102	312,526	408	8,520	30	6,538	76.7	509	6	1,473	17.3
Springfield, Mass.....	30	272,861	3,421	6,271	42	5,479	87.4	20	3	772	12.3
Springfield, Ohio.....	12	267,860	2,879	3,732	75	2,884	77.3	349	9.3	499	13.4
Nashville, Tenn.....	68	266,065	117	8,872	73	1,902	50.4	1,112	28.7	898	20.9
Indianapolis, Ind.....	96	262,339	359	8,742	21	6,086	69.6	2,161	24.7	485	5.7
Washington, D. C.....	110	253,173	525	5,749	23	2,773	48.2	2,057	35.8	919	16
Dallas, Tex.....	60	196,794	1,791	4,263	41	1,966	46.1	1,878	44.1	419	9.8
Louisville, Ky.....	75	184,604	2,032	4,575	37	2,041	44.6	1,771	38.7	763	16.7
New Orleans, La.....	55	182,832		3,330	42	1,323	39.7	1,099	33	908	27.3
Waterville, Me.....	9	179,309	476	5,270	34	4,721	89.5	339	3	160	7.5
Buffalo, N. Y.....	69	157,899	4,265	3,421	40	575	16.8	1,426	41.7	1,420	41.5
Toledo, Ohio.....	38	148,315	280	2,542	55	1,620	53.7	584	23.4	328	12.9
Topeka, Kans.....	36	142,852	2,097	4,579	30	4,168	91	201	4.4	210	4.6
Memphis, Tenn.....	34	141,207	292	2,783	42	1,142	41	1,305	46.9	336	12.1
Columbus, Ohio.....	80	137,262	2,466	4,067	26	2,155	53.1	305	7.5	1,597	39.1
Richmond, Va.....	40	136,631		1,928	59	424	22	500	25.9	1,044	52.1
Seattle, Wash.....	57	128,824	434	2,920	43	2,304	78.9			618	21.1
St. Joseph, Mo.....	16	126,506	997	4,588	27	4,093	89.2	87	1.9	408	8.9
Williamsport, Pa.....	12	124,344	6,040	2,497	54	2,136	85.6	171	6.8	190	7.6
Peoria, Ill.....	20	104,667	12,831	1,788	66	1,086	60.8	131	7.3	371	9.9
Salt Lake City, Utah.....	35	101,260	3,228	3,237	29	2,560	79.1	94	2.9	583	18
Los Angeles, Cal.....	74	100,408	652	2,265	33	1,514	66.8	557	24.6	194	8.6
Houston, Tex.....	20	100,486	201	4,177	3	3,821	91.5	21	5	335	8
Brooklyn, N. Y.....	64	98,412		2,443	40	1,551	63.5	705	28.9	187	7.6
Sioux City, Iowa.....	16	92,260	2,690	4,187	22	4,082	97.5	69	1.6	36	.9
Rochester, N. Y.....	40	88,053	11,464	2,411	36	1,323	54.9	609	25.2	479	19.9
Utica, N. Y.....	21	86,322	13,595	4,026	25	3,739	92.8	45	1.2	242	6
Dayton, Ohio.....	44	79,789	494	1,628	38	318	19.6	160	9.8	1,150	70.6
Grand Rapids, Mich.....	39	79,304	38,993	4,127	17	3,326	80.6	446	10.8	855	8.6
Battle Creek, Mich.....	32	76,101	272	1,804	41	1,169	64.8	211	11.7	424	23.5
Spokane, Wash.....	10	66,048	3,227	2,938	22	2,727	92.8	31	1.1	180	6.1
Bangor, Me.....	9	62,402	13,083	2,425	22	2,107	86.9	42	1.7	276	11.4
Portland, Oreg.....	58	61,303		1,431	41	998	69.7	24	1.7	409	28.6
Dubuque, Iowa.....	27	54,509	4,493	1,917	23	1,275	66.5			642	33.5
Albany, N. Y.....	34	53,616	2,642	1,350	31	586	43.4	84	6.2	680	50.4
Birmingham, Ala.....	22	53,473	911	2,898	24	1,235	42.6	400	13.8	1,263	43.6
Syracuse, N. Y.....	40	52,971	15,061	1,576	35	816	51.8	10	.6	750	47.6
Cedar Rapids, Iowa.....	29	52,609	6,291	2,910	17	2,588	88.9	54	1.9	268	9.2
Raleigh, N. C.....	18	49,788	388	2,697	15	2,400	89	52	1.9	245	9.1
Worcester, Mass.....	20	47,303	3,350	2,312	16	1,747	75.6	565	24.4		

Post-office.	Number of publications.	Weight.		Total sacks mailed.	Fully made up.			Partly made up.		Mixed.	
		Mailed at 1 cent a pound.	Free in county.		Average weight.	Number of sacks.	Per cent of whole.	Number of sacks.	Per cent of whole.	Number of sacks.	Per cent of whole.
Harrisburg, Pa.	50	45,400	3,080	791	54	827	41.8	.....	.....	464	58.7
Hartford, Conn.	35	44,836	6,187	1,037	85	801	29.1	15	1.4	721	69.6
Wichita, Kan.	22	43,794	2,776	1,148	42	975	84.9	.....	.....	173	15.1
Galveston, Tex.	17	43,752	.....	1,178	89	1,113	94.9	.....	1.1	59	5
Quincy, Ill.	8	42,609	7,441	1,398	35	818	58.7	382	27.4	193	13.9
Savannah, Ga.	19	41,289	.....	1,194	34	1,003	84	18	1.5	173	14.5
Providence, R. I.	30	39,069	2,013	1,089	43	383	35.2	339	31.1	367	33.7
San Antonio, Tex.	34	38,856	.....	824	43	573	69.6	48	5.2	208	25.7
Little Rock, Ark.	29	36,023	.....	977	29	589	60.8	13	1.3	375	38.4
Duluth, Minn.	18	35,947	8,263	1,357	30	1,129	83.2	10	.....	218	16.1
Helena, Mont.	11	33,589	1,666	964	41	674	70.7	81	8.5	199	20.8
Scranton, Pa.	28	32,145	8,728	711	41	466	65.6	73	10.3	172	24.2
Oakland, Cal.	45	31,676	557	802	38	576	71.8	88	11	138	17.2
Girard, Kan.	3	31,455	1,016	1,078	30	690	64	50	4.6	338	31.4
Jacksonville, Fla.	18	30,504	1,216	1,380	17	1,122	81.3	103	7.5	155	11.2
Chattanooga, Tenn.	19	28,983	38	914	33	750	82	62	6.8	102	11.2
Burlington, Vt.	8	28,582	4,536	621	50	393	63.3	126	20.3	102	16.4
Portland, Me.	26	28,094	9,276	865	40	383	44.3	324	37.4	158	18.3
Lancaster, Pa.	40	27,401	12,496	744	59	177	23.8	22	2.9	645	73.3
Montgomery, Ala.	12	26,998	458	748	33	673	90	.....	.....	75	10
Springfield, Ill.	28	26,198	7,397	637	47	156	24.3	316	49.6	166	26.1
Saginaw, Mich.	14	25,624	1,638	908	18	618	68.6	226	25	59	6.5
Council Bluffs, Iowa.	17	23,755	531	1,593	17	1,363	85.6	32	2	198	12.4
Newark, N. J.	31	23,429	.....	598	40	222	37.4	817	53.6	54	9.1
Manchester, N. H.	11	23,365	.....	818	28	668	82.2	79	9.7	66	8.1
Norfolk, Va.	15	22,659	.....	760	29	664	87.3	96	12.7	.....	.....
Kalamazoo, Mich.	11	21,361	2,349	662	30	184	27.8	88	13.3	390	58.9
Fort Atkinson, Wis.	2	20,969	865	583	35	485	83.2	20	3.4	78	13.4
New Haven, Conn.	56	20,848	1,241	2,405	6	1,888	78.5	842	14.2	175	7.3
Knoxville, Tenn.	21	20,634	2,392	437	3	122	27.9	40	9.2	275	62.9
Elmira, N. Y.	12	20,194	444	1,286	12	1,141	89	78	6	67	5
Burlington, Iowa.	10	19,648	2,307	610	28	262	43	161	26.4	187	30.6
Macon, Ga.	11	18,898	.....	894	21	820	91.7	.....	.....	74	8.3
Rockford, Ill.	11	18,659	2,238	570	41	104	18.2	.....	.....	466	81.8
Troy, N. Y.	18	18,076	2,595	756	25	240	31.7	99	13.1	417	56.2
Racine, Wis.	13	17,980	1,091	616	18	189	30.7	399	64.8	28	4.8
Evansville, Ind.	14	17,931	38	847	34	83	9.6	19	5.5	298	86
Tacoma, Wash.	27	17,260	1,832	829	23	722	87.1	105	12.7	2	2
Augusta, Ga.	17	17,224	22	384	33	112	29.2	134	34.9	138	36.9
Charleston, S. C.	14	17,155	.....	436	89	435	99.9	.....	.....	1	1
La Crosse, Wis.	15	16,135	1,061	491	36	238	47.4	92	18.7	166	33.9
Sacramento, Cal.	16	15,624	1,497	447	21	262	58.6	.....	.....	185	41.4
Davenport, Iowa	15	15,007	1,050	446	17	297	65.6	98	22	61	11.5
Lexington, Ky.	19	14,627	.....	435	18	143	33	8	1.8	284	65.7
Bloomington, Ill.	18	14,585	5,930	459	32	122	26.9	165	36.4	166	36.7
Binghamton, N. Y.	16	14,028	6,238	751	26	275	36.6	310	41.3	166	22.1
Fort Wayne, Ind.	13	13,818	2,279	418	47	67	13.9	82	19.8	274	66.4
Wheeling, W. Va.	15	13,128	410	672	16	458	68.1	58	7.9	161	24
Reading, Pa.	35	11,029	6,360	1,011	19	456	45.1	264	26.1	291	28.8
Terre Haute, Ind.	13	10,305	1,186	135	.....	.....	.....	111	82.2	24	17.8
Jersey City, N. J.	11	10,090	.....	246	41	159	64.6	33	13.4	54	22
Concord, N. H.	21	10,063	1,156	240	45	143	59.6	.....	.....	97	40.4
Wilkesbarre, Pa.	20	10,014	3,964	329	40	8	2.4	162	49.2	159	48.4
Youngstown, Ohio.	6	9,963	8,568	240	.....	.....	.....	127	52.9	113	47.1
New Bedford, Mass.	11	9,523	1,132	268	41	82	30.6	.....	.....	186	69.4
Allegheny, Pa.	17	9,334	16	350	27	162	46.3	91	26	97	27.7
Fort Worth, Tex.	13	8,912	264	274	25	195	71.2	16	5.8	63	23
Canton, Ohio.	10	8,668	4,644	495	3	295	59.6	117	23.6	83	16.8
Floral Park, N. Y.	1	8,601	.....	202	43	175	86.7	.....	.....	27	13.3
El Paso, Tex.	17	8,291	.....	212	89	181	85.4	13	6.2	18	8.4
Allentown, Pa.	21	7,990	4,437	416	24	112	26.9	128	30.8	176	42.3
Trenton, N. J.	16	7,967	743	220	30	7	3.2	187	85	26	11.8
Paterson, N. J.	28	7,717	774	252	23	70	27.8	166	65.9	16	6.3
Lowell, Mass.	13	7,540	2,112	243	.....	.....	.....	92	37.9	151	62.1
Wilmington, Del.	25	7,390	1,955	528	7	225	42.6	162	30.7	141	26.7
Erie, Pa.	15	7,016	15,961	866	21	645	74.5	221	25.5	.....	.....
Decatur, Ill.	7	6,623	2,880	237	.....	.....	.....	48	20.3	189	79.7
San Jose, Cal.	27	6,607	1,272	196	21	46	23.6	59	30.2	90	46.2
Bridgeport, Conn.	6	6,550	1,748	210	41	82	15.2	143	68.1	35	16.7
Waterbury, Conn.	15	6,478	840	420	15	164	39.1	148	35.2	108	25.7
Waco, Tex.	14	6,382	1,389	828	17	240	73.2	54	16.4	34	10.4
Camden, N. J.	15	5,985	112	159	38	26	16.3	96	60.4	37	23.3
York, Pa.	16	5,375	10,679	525	22	201	38.2	110	21	214	40.8
Poughkeepsie, N. Y.	13	4,365	4,799	362	22	217	60	68	18.7	77	21.3
Total	6,673	33,628,977	281,390	747,092	33	508,663	68.1	143,793	19.9	89,636	12

Post-office.	June, 1901.		June, 1902.					
	Fully made up (sacks).	Mixed (per cent).	Fully made up.			Mixed.		
			Sacks.	Increase.	Decrease.	Per cent.	Decrease.	Increase.
New York:								
General post-office	63,028	9.9	65,567	2,539	.....	10.4	.....	0.5
Branch H.	22,118	9.5	26,999	4,881	.....	8.4	1.1	.....
Combined	85,146	9.8	92,566	7,420	.....	9.9	.....	.1
Chicago, Ill.	77,451	7.1	84,226	6,775	.....	6.2	.9	.....
St. Louis, Mo.	20,159	17.6	22,352	2,193	.....	19.6	.....	2
Philadelphia, Pa.	14,317	15	16,765	2,448	.....	9.1	5.9	.....
Boston, Mass.:								
General post-office	12,745	19.4	13,982	1,237	.....	14.9	4.5	.....
Stations	521	37.6	403	.....	118	35.5	2.1	.....
Combined	13,266	20.1	14,385	1,119	.....	15.4	4.7	.....
Kansas City, Mo.	15,399	17.3	17,749	2,350	.....	13.2	4.1	.....
Cincinnati, Ohio.	4,661	20.9	4,166	.....	495	21.3	.....	.4
Minneapolis, Minn.	16,947	11.2	17,264	317	.....	8.2	3	.....
Augusta, Me.	13,667	27.1	18,129	4,462	.....	22.4	4.7	.....
St. Paul, Minn.	12,477	8.7	12,021	.....	456	7	1.7	.....
San Francisco, Cal.	14,156	6.4	15,065	929	.....	6.2	.2	.....
Milwaukee, Wis.	8,835	21.9	11,757	2,922	.....	12.1	9.8	.....
Pittsburg, Pa.	1,063	27.5	1,348	295	.....	29.3	.....	1.8
Detroit, Mich.	6,663	13.7	6,930	277	.....	14.3	.....	.6
Cleveland, Ohio.	2,554	24.1	3,070	516	.....	21.7	2.4	.....
Atlanta, Ga.	5,133	12.4	5,865	732	.....	25.1	.....	12.7
Lincoln, Nebr.	5,650	6	5,382	2,732	.....	5.3	.7	.....
Baltimore, Md.	4,177	15.1	5,136	959	.....	8.2	6.9	.....
Elgin, Ill.	5,049	2.1	9,135	4,086	.....	.2	1.9	.....
Omaha, Nebr.	7,785	11	8,825	1,040	.....	9.6	1.4	.....
Des Moines, Iowa.	6,702	21.1	9,029	2,327	.....	14	7.1	.....
Denver, Colo.	6,436	20	6,538	102	.....	17.3	2.7	.....
Springfield, Mass.	4,489	15.1	5,479	990	.....	12.3	2.8	.....
Springfield, Ohio.	2,567	23.5	2,884	327	.....	13.4	10.1	.....
Nashville, Tenn.	1,754	31	1,962	198	.....	20.9	10.1	.....
Indianapolis, Ind.	4,696	5.7	6,066	1,390	.....	5.7	.....	.....
Washington, D. C.	2,406	19.3	2,773	367	.....	16	3.3	.....
Dallas, Tex.	1,417	15.6	1,966	549	.....	9.8	5.8	.....
Louisville, Ky.	2,019	21.2	2,041	22	.....	16.7	4.5	.....
New Orleans, La.	814	40	1,323	509	.....	27.3	12.7	.....
Waterville, Me.	5,179	4	4,721	.....	458	7.5	.....	3.5
Buffalo, N. Y.	280	46.8	575	296	.....	41.5	5.3	.....
Toledo, Ohio.	1,549	20.8	1,620	71	.....	12.9	7.9	.....
Topeka, Kans.	2,987	5	4,168	1,181	.....	4.6	.4	.....
Memphis, Tenn.	631	19.7	1,142	511	.....	12.1	7.6	.....
Columbus, Ohio.	827	55	2,156	1,328	.....	39.4	15.6	.....
Richmond, Va.	349	46.2	424	75	.....	52.1	.....	5.9
Seattle, Wash.	1,980	19.2	2,304	324	.....	21.1	.....	.9
St. Joseph, Mo.	3,605	8.2	4,093	488	.....	8.9	.....	.7
Williamsport, Pa.	1,439	9.1	2,136	697	.....	7.6	1.5	.....
Peoria, Ill.	191	71	1,066	895	.....	31.9	39.1	.....
Salt Lake City, Utah.	1,660	16.1	2,560	900	.....	18	.....	1.9
Los Angeles, Cal.	912	15	1,514	602	.....	8.6	6.4	.....
Houston, Tex.	3,432	1.6	3,821	389	.....	8	.....	6.4
Brooklyn, N. Y.	1,578	17.1	1,561	.....	27	7.6	9.5	.....
Sioux City, Iowa.	2,469	9.5	4,062	1,613	.....	.9	8.6	.....
Rochester, N. Y.	616	68.1	1,323	707	.....	19.9	43.2	.....
Utica, N. Y.	3,572	7	3,739	167	.....	6	1	.....
Dayton, Ohio.	387	64.3	818	.....	69	70.6	.....	6.8
Grand Rapids, Mich.	1,091	22	3,326	2,235	.....	8.6	13.4	.....
Battle Creek, Mich.	589	37	1,169	580	.....	23.5	3.5	.....
Spokane, Wash.	1,008	17.5	2,727	1,719	.....	6.1	11.4	.....
Bangor, Me.	1,785	13.4	2,107	322	.....	11.4	2	.....
Portland, Oreg.	733	38.7	998	265	.....	28.6	10.1	.....
Dubuque, Iowa.	1,674	27.6	1,275	.....	399	33.5	.....	5.9
Albany, N. Y.	443	54.5	586	143	.....	50.4	4.1	.....
Birmingham, Ala.	1,162	27	1,235	73	.....	43.6	.....	16.6
Syracuse, N. Y.	743	45.3	816	73	.....	47.6	.....	2.3
Cedar Rapids, Iowa.	2,014	10.6	2,588	574	.....	9.2	1.4	.....
Raleigh, N. C.	2,012	12.5	2,400	388	.....	9.1	3.4	.....
Worcester, Mass.	1,779	.....	1,747	.....	32	.....	.....	.....
Harrisburg, Pa.	123	75.4	327	204	.....	58.7	16.7	.....
Hartford, Conn.	183	61.6	301	118	.....	69.5	.....	7.9
Wichita, Kans.	1,087	12.9	975	.....	112	15.1	.....	2.2
Galveston, Tex.	1,278	14.1	1,113	.....	165	6	9.1	.....
Quincy, Ill.	605	34.9	818	213	.....	13.9	21	.....
Savannah, Ga.	765	21.7	1,003	238	.....	14.5	7.2	.....
Providence, R. I.	381	40.1	383	2	.....	33.7	6.4	.....
San Antonio, Tex.	470	35.7	573	103	.....	25.2	10.5	.....
Little Rock, Ark.	335	54.2	589	254	.....	38.4	15.8	.....

Post-office.	June, 1901.		June, 1902.					
	Fully made up (sacks).	Mixed (per cent).	Fully made up.			Mixed.		
			Sacks.	Increase.	Decrease.	Per cent.	Decrease.	Increase.
Duluth, Minn.	715	20.1	1,129	414		16.1	4	
Helena, Mont.	285	46.2	674	389		20.8	25.4	
Scranton, Pa.	309	29.4	466	157		24.2	5.2	
Oakland, Cal.	535	23.2	576	41		17.2	6	
Girard, Kans.	968	26.8	690		278	31.4		4.6
Jacksonville, Fla.	974	13.2	1,122	148		11.2	2	
Chattanooga, Tenn.	652	11.2	750	98		11.2		
Burlington, Vt.	162	57	393	231		16.4	16.6	
Portland, Me.	1,085	9.9	383		702	18.3		8.4
Lancaster, Pa.	179	70	177		2	73.3		3.3
Montgomery, Ala.	777	15.1	673		104	10	5.1	
Springfield, Ill.	119	20.7	155	36		26.1		5.4
Saginaw, Mich.	562	10.5	618	56		6.5	4	
Council Bluffs, Iowa	42	89.4	1,363	1,321		12.4	77	
Newark, N. J.	340	12.6	222		118	9.1	8.5	
Manchester, N. H.	609	18.8	668	61		8.1	10.2	
Norfolk, Va.	683	1.8	664		19		1.8	
Kalamazoo, Mich.	80	75.2	184	104		58.9	16.3	
Fort Atkinson, Wis.	452	16	485	33		13.4	2.6	
New Haven, Conn.	893	14	1,888	995		7.3	6.7	
Knoxville, Tenn.	189	60	122		67	62.9		2.9
Elmira, N. Y.	1,165	7	1,141		24	5	2	
Burlington, Iowa	226	33	262	36		30.6	2.4	
Macon, Ga.	692	12.2	820	128		8.3	3.9	
Rockford, Ill.	164	70	104		60	81.8		11.8
Troy, N. Y.	250	67.3	240		10	55.2	12.1	
Racine, Wis.	190	23.3	189		1	4.6	18.8	
Evansville, Ind.	2	92	38	31		85	7	
Tacoma, Wash.	609	18.6	722	113		2	13.4	
Augusta, Ga.	64	81.8	112	48		35.9	45.9	
Charleston, S. C.	683	3.8	435		248	1	3.7	
La Crosse, Wis.	59	48	233		174	33.9	14.1	
Sacramento, Cal.	265	35.6	262		3	41.4		5.8
Davenport, Iowa	91	46.7	297	206		11.5	35.2	
Lexington, Ky.	29	88.6	143	114		65.2	23.3	
Bloomington, Ill.	72	36.5	122	50		38.7		2
Binghamton, N. Y.	680	21.4	276		406	22.1		7
Fort Wayne, Ind.	62	70	57		5	66.4		3.6
Wheeling, W. Va.	216	68.5	458	242		24	39.5	
Reading, Pa.	267	47.3	456	189		28.8	18.5	
Terre Haute, Ind.		58.6				17.8	35.8	
Jersey City, N. J.	246	18	159		87	22		4
Concord, N. H.	108	21.6	143	35		40.4		18.8
Wilkesbarre, Pa.	8	94.9	8			48.4	46.5	
Youngstown, Ohio.		100				47.1	52.9	
New Bedford, Mass.	69	67	32	13		62.4		2.4
Allegheny, Pa.	251	31	162		89	27.7	3.3	
Fort Worth, Tex.	17	81.6	195	178		23	58.6	
Canton, Ohio	4	98.3	295	291		16.8	81.5	
Floral Park, N. Y.	301	16	175		126	13.3	2.7	
El Paso, Tex.	131	13.2	181	50		8.4	4.8	
Allentown, Pa.	108	31.5	112	4		42.8		10.8
Trenton, N. J.	40	32.7	7		33	11.8	20.9	
Paterson, N. J.	42	5.2	70	28		6.3		1.1
Lowell, Mass.		65.5				62.1	3.4	
Wilmington, Del.	184	22.5	225	41		26.7		4.2
Erie, Pa.		99	645	645			99	
Decatur, Ill.	21	59.4			21	79.7	38.4	
San Jose, Cal.	79	43	46		33	46.2		3.2
Bridgeport, Conn.	32	31.6	32			16.7	14.9	
Waterbury, Conn.	97	16	164	67		25.7		9.7
Waco, Tex.	270	6.6	240		30	10.4		3.8
Camden, N. J.	18	48.5	26	8		23.3	25.2	
York, Pa.	254	22.5	201		53	40.8		18.3
Poughkeepsie, N. Y.	157	46	217	60		21.3	24.7	
Net Increase	440,232	15.3	508,663	68,431		12	3.3	

The preceding tabulated statements show that, taking the same 135 post-offices that were reported on last year, there has been a gain in the total number of sacks of 52,894; a gain of 68,336 sacks "fully made up;" and a diminution in "mixed" of 17,301 sacks, or 2.7 per cent. During the seven years this count has been taken the percentage of "mixed" has been as follows:

	Per cent.		Per cent.
1896.....	29.7	1900.....	18.8
1897.....	28.2	1901.....	15.3
1898.....	20.6	1902.....	12
1899.....	20.4		

The significance of these figures is especially shown in the increase of "fully made up" sacks, by which both the publisher and the postal service obtain the utmost advantage, as mail "fully made up" can be forwarded immediately from the post-office of origin without distribution there, and the portion of it which is made up for cities, which is considerable, does not have to be handled at all until it reaches the post-office of destination.

Worcester, Mass., Norfolk, Va., and Erie, Pa., report having received no unseparated mail whatever from publishers during the month of June, 1902. Last June Erie, Pa., had 99 per cent of "mixed."

The following offices received from publishers less than 1 per cent of "mixed" or unseparated mail, namely:

	Per cent.		Per cent.
Charleston, S. C.....	0.1	Tacoma, Wash.....	0.2
Elgin, Ill.....	.2	Sioux City, Iowa.....	.9

In addition to the above, the following offices received from publishers during the month less than 11 per cent of "mixed." This, with the offices sending in less than 1 per cent and the offices sending in no "mixed," make a total of 43 offices sending less than 11 per cent, as against 22 last year and 12 the year before.

	Per cent.		Per cent.
Baltimore, Md.....	8.2	Newark, N. J.....	9.1
Brooklyn, N. Y.....	7.6	New York, N. Y.....	9.9
Cedar Rapids, Iowa.....	9.2	Omaha, Nebr.....	9.6
Chicago, Ill.....	6.2	Philadelphia, Pa.....	9.1
Dallas, Tex.....	9.8	Paterson, N. J.....	6.3
El Paso, Tex.....	8.4	Raleigh, N. C.....	9.1
Elmira, N. Y.....	5	Racine, Wis.....	4.5
Galveston, Tex.....	5	Spokane, Wash.....	6.1
Grand Rapids, Mich.....	8.6	St. Joseph, Mo.....	8.9
Houston, Tex.....	8	San Francisco, Cal.....	6.2
Indianapolis, Ind.....	5.7	St. Paul, Minn.....	7
Los Angeles, Cal.....	8.6	Saginaw, Mich.....	6.5
Lincoln, Nebr.....	5.3	Topeka, Kans.....	4.6
Macon, Ga.....	8.3	Utica, N. Y.....	6
Manchester, N. H.....	8.1	Waco, Tex.....	10.4
Montgomery, Ala.....	10	Williamsport, Pa.....	7.6
Minneapolis, Minn.....	8.2	Waterville, Me.....	7.5
New Haven, Conn.....	7.3		

In New York City the "fully made up" mail received during June amounted to 92,556 sacks, a gain over that month the previous year of 7,420 sacks. Taking the actual figures for the year, the New York post-office (including Branch H) received 1,211,093 sacks "fully made up," which sacks the post-office merely received at the door and sent away intact. In the June count these sacks averaged 49 pounds. Last year they averaged 48 pounds. The same gain can not be shown in the percentage of "mixed" mail this year as compared with June of last year, it having increased 0.1 per cent for causes not likely to exist to the same extent another year.

At the general post-office, New York, N. Y., 27 publications, including all those sending over 1,000 sacks per month, show a total of 62,764 sacks, of which only 3,786 were "mixed," or 6 per cent. It

will be seen that this is more than one-half of the entire mail received at the New York general post-office. Eighteen other publications, mostly small, sent in no unseparated mail whatever.

At Branch H, New York post-office, 11 of the largest publications sent in 27,918 sacks, of which only 329 were unseparated, or 1.2 per cent. Besides these, there were 10 publications which sent in 6,900 pounds of matter (444 sacks) having absolutely no "mixed."

Chicago shows its usual preeminence in good work among publishers. The total number of "fully made up" sacks received during June was 84,226, a gain of 6,775 sacks over the previous year. These sacks averaged 40 pounds, as against 41 pounds last year.

Philadelphia, while it shows a splendid advance in the reduction of its percentage of "mixed," from 15 to 9.1 per cent, does not have many single examples of extraordinary merit, but it has 5 publications which together sent in only 642 sacks of "mixed" out of 13,281, or 4.8 per cent.

In Boston the 8 largest publications sent in 18,568 sacks, of which 1,871 sacks only were "mixed," or 10 per cent. Boston is also notable from the fact that 37 of its small publications sent in no "mixed."

In San Francisco 5 publications sent in 13,167 sacks, of which only 425 were "mixed," or 3.2 per cent.

Baltimore, Md., continues to stand well forward in respect to work among publishers. It has 11 publications which sent in no "mixed" mail whatever. Two of these sent in during the month 4,772 sacks of "fully made up" mail.

In St. Louis, Mo., its 8 largest publications sent in 30,190 sacks, of which 4,962 were unseparated, or about 13 per cent.

In Washington, D. C., the 21 largest publications sent in 256 sacks of "mixed" out of 2,677.

Lincoln, Nebr., decreased its percentage of "mixed" from 31.6 to 16.7 per cent, and its 3 largest publications sent in only 119 sacks of "mixed" out of 7,277, or 1.6 per cent.

St. Paul, Minn., has 4 publications which sent in 10,134 sacks, of which only 256 were unseparated.

In Minneapolis, Minn., the 6 largest publications sent in 14,951 sacks during the month, of which only 321 were mixed, or 2.1 per cent. The total number of publications in Minneapolis is 132, sending in 19,773 sacks, so that these 6 publications furnished 70 per cent of the whole.

In Omaha, Nebr., 3 publications sent in 7,379 sacks, of which only 274 were unseparated, or 3.7 per cent.

In Brooklyn, N. Y., its largest publication sent in 1,337 sacks, of which only 34 were "mixed," or 2.5 per cent; also 2 publications sent in 155 sacks all made up.

In Waco, Tex., 1 publication sent in 270 sacks having no "mixed."

In Waterville, Me., 4 publications sent in only 101 sacks "mixed" out of 5,114.

In Trenton, N. J., the 4 largest publications sent in only 164 "mixed" out of 3,411 sacks.

In Topeka, Kans., the 3 largest publications sent in 3,225 sacks having no "mixed."

In Springfield, Mass., 2 of the largest publications sent in 3,063 sacks, of which only 181 were "mixed."

At San Antonio, Tex., one of its largest publications sent in 489 sacks, of which only 48 were "mixed."

In Raleigh, N. C., 2 of its largest publications sent in 2,400 sacks all "fully made up."

Paterson, N. J., reports only 16 sacks in all of "mixed" received from publishers. Nine of the largest publications sent in no "mixed."

In New Haven, Conn., 12 publications sent in 2,196 sacks out of the whole 2,505 without any "mixed."

Six publications in Kansas City, Mo., sent in 21,510 sacks with 2,248 "mixed."

In Indianapolis, Ind., 2 publications sent in 3,029 sacks, of which only 75 were "mixed."

At El Paso, Tex., 3 publications sent in 181 sacks and no "mixed."

In Detroit, Mich., 4 of the largest publications sent in 4,623 sacks, which were all made up except 313, or 6.7 per cent.

In Elmira, N. Y., 2 publications sent in 984 sacks all made up.

In Dallas, Tex., 7 of its publications sent in 2,668 sacks all made up.

Elgin, Ill., has 1 publication which sent in 8,502 sacks all made up.

In Canton, Ohio, its 2 largest publications sent in 275 sacks all made up.

MIXED MATTER.

It should be remembered that the reference is to the record of one month, and that "mixed" mail is that received from publishers without any separation whatever by States, cities, or routes, and is consequently subjected to more or less delay.

FREE IN COUNTY MAIL.

It will be noticed by the tabular statement that there is still a wide variation in the advantage taken of this privilege, some localities making no use of it at all, while others receive from publishers more free than paid, and, as has been said in a previous report, the free generally requires more time in the distribution of it than the paid, as a State separation is impracticable.

CLUB PACKAGES.

The grouping of all the copies of a paper for one post-office in one or more packages is such an obvious benefit to all concerned that most publishers do it voluntarily; but when it is found that it is not done, opportunity is taken to urge upon them the importance of it.

When the quantity for any one post-office is large enough, say to the extent of one-third of a sack full or more, then the use of a sack for the post-office is recommended as affording the utmost facility for immediate dispatch.

STATUTORY PROVISIONS.

While there is a growing conviction among publishers that the simple primal separations by them of their mail by States and cities is greatly to their advantage, yet there seems no question that a legal requirement to make these separations compulsory continues to be desirable, as it would not detrimentally affect those who comply, and would protect their interests from those few publishers who are careless or indifferent about it, and in so doing not only render their own mail liable to delay, but hinder the prompt dispatch for those who comply with the suggestions of the Department.

THIRD AND FOURTH CLASS MAIL.

Continued appreciation has been manifested by shippers of third and fourth class mail of the advantage to them of sending their circulars and catalogues to the post-office separated by States and large cities, as it is then in condition to be handled and dispatched expeditiously; and the senders find that the separations can be made without serious tax on them of time, labor, or money, if the lists of addresses are arranged by States and cities.

IMPROVEMENTS.

Under the above title it is customary to give a somewhat detailed statement of the development of the postal service as represented by the railway post-office and apartment-car system arranged to show the lines where betterment has been needed and furnished, and further to explain the method of improvement during the fiscal year.

The total number of miles of postal service which have been affected by treatment in the direction of improvement during the fiscal year 1902 amounts to 34,605.74 miles. This total is considerably in excess of any previous year. The following table is prepared from the report for the year 1901, showing the figures applicable to improvements for each year for the past twelve years, including the present year, viz:

	Miles.		Miles.
1891.....	13,324	1897.....	22,717
1892.....	19,279	1898.....	17,370
1893.....	16,072	1899.....	26,838
1894.....	8,472	1900.....	28,463
1895.....	14,786	1901.....	30,214
1896.....	26,355	1902.....	34,605

It will be noted that the figures for the year 1902 are more than 4,000 miles above the total described in the report for the year 1901, which was up to that year far in advance of the figures contained in any former report.

Several very important routes have received special attention and treatment to further provide the public, both local and remote, with improved facilities for a greater expedition in transmission and a more prompt delivery of mails, so far as these items may be contributed to by increased speed of mail trains and additional or larger postal cars for the work of distribution by clerks. As a workman can not do good work without good tools, so also is it true that the postal clerk can not furnish the public with the best results of his skill and experience unless he be furnished by the Department with proper and ample car facilities for the handling and distribution of the mails. This latter item (car space) has received special attention, as will be noted by reference to the last page of Exhibit 5. It is therein shown that additional car space has been provided on lines involving a total of over 8,000 miles, and while many lines where additional space is needed have not received the reenforcement necessary for a completely perfect equipment, it has nevertheless been found possible to supply this character of betterment where it seemed to be most urgently necessary.

New trains at a high rate of speed have been placed in operation on several of the trunk lines, furnishing greatly improved schedules for

the movement of the mails, and by the extension of other lines new connections have developed for the more expeditious transmission of mails to and from important distant sections of the country.

Since my last report a new through trunk line railway post-office has been inaugurated between Kansas City, Mo., and El Paso, Tex., which takes up a through direct connection by postal cars from New York, N. Y., and the East, and by a fast schedule makes connection at El Paso, Tex., for all points in southern Arizona, New Mexico, and California, securing an advance of about twelve hours, or a full business day, in the delivery of mails for the sections described, including the intermediate territory between Kansas City and El Paso.

Another trunk line railway post-office was secured in the establishment of the Portland, Me., and New York, N. Y., R. P. O., by which an advance in delivery equal to a business day is afforded at both terminals with corresponding benefits for intermediate offices and connections. The advantages of this new line also extend to all that section of New England having connections via Portland, Me., and furnishes increased facilities for the exchange of mails to and from Canada, via Quebec and Montreal, and New York, N. Y. This is a wholly new full postal line from New York through New England which already manifests the fact that it will prove of great benefit and advantage in the interchange of mails between the sections affected.

On June 15 last arrangements were completed for a new fast postal train to leave New York, N. Y., at 2.45 a. m., and running via Pittsburgh, Pa., and Indianapolis, Ind., to reach St. Louis, Mo., at 2.15 a. m. This was the inauguration of the first twenty-four-hour service between these important points. The distance from New York, N. Y., to St. Louis, Mo., via this route (New York, N. Y., and Pittsburgh, Pa., R. P. O., and Pittsburgh, Pa., and St. Louis, Mo., R. P. O.) is 1,056 miles, and by the train referred to this distance is covered in twenty-three hours and thirty minutes. The dispatch at 2.45 a. m. enables the New York office to make a complete closing of all mails pertaining to the previous night and early morning, both local and connections, and besides admits of the New York morning papers having a prompt dispatch for all destinations and connections via this route. Connection is also received from Boston, Mass., and New England tributary thereto by a 5 p. m. train from Boston, thus affording an outlet from the latter point to the Southwest section of the country by making direct connection at St. Louis for the West by a train leaving at 3 a. m. having depending connections as far as Los Angeles, Cal., and also connecting a train for the South leaving St. Louis at 3.05 a. m. with direct connections to the Mexican border. The train in question also affords peculiarly advantageous facilities to the cities of Philadelphia, Baltimore, and Washington, all of which are enabled to employ this new connection so as to secure an advance of twelve to twenty-four hours in the transmission and delivery of mails so dispatched.

On about the same date (June 15, 1902) a new fast train was placed in operation between Cleveland, Ohio, and St. Louis, Mo., via the route officially designated, the Cleveland, Ohio, and St. Louis, Mo., R. P. O. The schedule arrangement of this train was adjusted to leave Cleveland at 5 p. m., arriving in St. Louis the following morning at 7.30. At Cleveland connections are made with train 43 of the New York, N. Y., and Chicago, Ill., R. P. O., which carries a through connection leaving New York at 3.16 a. m. and from Boston

the previous night at 11.15 p. m. Previous to the establishment of the last mentioned fast train, the mails leaving New York at 3.16 p. m. and Boston the previous night at 11.15 p. m. were carried to Toledo, Ohio to connect the Toledo and St. Louis R. P. O. leaving Toledo at 2.30 a. m. and reaching St. Louis at 2 p. m. These mails are now transported by a more direct route, and are delivered at St. Louis at 7.30 a. m. in time for all morning connections and also secures city delivery by first carriers. The advance at St. Louis is equal to a business day, as mails are available for first carrier delivery throughout the city instead of afternoon delivery in the central districts and delivery next day in outlying sections under the old schedule of the 2 p. m. arrival. In treating a subject of this kind it is customary to speak of the benefits and advantages resulting or affecting the terminal points, but the fact should not be overlooked that all the territory traversed by these fast trains partake correspondingly of the advantages which such expedited service affords. The same is also true of sections served by postal trains which make close connection at intermediate or terminal points with these fast mail trains, so that it is seen the benefits growing out of expedited or improved schedule service over any of the trunk lines railway post-office systems is very far-reaching in its benefits, and its advantages can not be estimated by reference alone to the offices directly reached and served by the particular route on which a schedule of high speed for the movements of a postal train has been provided.

It is most gratifying to be able to state that at the present time all trains operating over the various trunk line systems of railroads, and these embrace all the principal railway post-office systems of the country, are being moved on schedules of greatly increased speed compared with a very few years ago. This development of a higher speed rate has not been attended with any expense to the Department notwithstanding the great benefits to the public. The railroads have finally come to realize the advantages in the conduct of their business of being recognized as mail routes, and hence in common with their energetic efforts at competition in other phases of their operations they are affording the Department faster trains for mail transportation without any inducement other than an understanding that so long as they continue to furnish a quick and satisfactory service the mails allotted to them shall not be disturbed. This has resulted in a feature of rivalry between the various competing routes which has worked most advantageously to the public interest.

The foregoing items are deemed of special importance and are therefore singled out for particular mention. In brief it may be said the betterments provided during the past year have placed the postal and apartment car system of the country in a condition of perfection which enables it to give the public a service fairly equal to all demands, and almost wholly free from complaint.

Among the more important improvements in the full postal car and apartment car equipment of the service during the present fiscal year, the following deserve special mention:

1901—November 4.—The establishment of an additional line of apartment-car service between Wilmington, N. C., and Charleston, S. C., being an addition to the Washington, D. C., and Charleston, S. C., R. P. O., a portion of the Atlantic Coast Line R. P. O. between Washington, D. C., and Jacksonville, Fla.

November 9.—The establishment of an additional line of service by apartment cars between Newton, Kans., and Kansas City, Mo., over the Kansas City, Mo., and Lajunta, Colo., R. P. O.

November 16.—The establishment of an additional daily line of service by apartment cars between Chicago, Ill., and Kansas City, Mo., over the Chicago, Ill., Fort Madison, Iowa, and Kansas City, Mo., R. P. O.

November 21.—The extension of the Herington and Liberal, Kans., apartment-car service to Dalhart, Tex., increasing the length of the line 111 miles, via the Rock Island Railroad.

December 23.—The establishment of an additional daily line of service between Birmingham, Ala., and Meridian, Miss., over the line of the Chattanooga, Tenn., and Meridian, Miss., R. P. O.

December 28.—The establishment of a daily line of 40-foot postal cars between St. Paul, Minn., and Enderlin, N. Dak., via the St. Paul, Minn., and Portal, N. Dak., R. P. O., the route by which the important mails to and from St. Paul, Minn., and British Columbian territory is transported in connection to and from the Canadian, Calgary, and Vancouver R. P. O.

December 28.—The establishment of a daily line of 60-foot cars to supersede a line of similar cars 40 feet in length via the Pacific Junction, Iowa, and Denver, Colo., R. P. O. This is an important and rapidly growing mail route, being the principal channel of the heavy mail to and from Denver and the East.

December 28.—The establishment of a daily line of 40-foot postal cars between Union Pacific Transfer (n. o.), Iowa, and Cheyenne, Wyo., on the Omaha, Nebr., and Ogden, Utah, R. P. O., the route of transmission for the heavy mails to and from San Francisco and the Atlantic coast via Chicago, Ill.

December 30.—The establishment of an additional daily line of postal cars 60 feet in length in lieu of a 50-foot line between Washington, D. C., and New York, N. Y.

December 30, New York, Hornellsville, and Buffalo, N. Y., R. P. O.—The addition of a daily line of 60-foot postal cars to replace a line of 50-foot postal cars.

December 30.—The establishment of a daily line of postal cars 60 feet in length to supersede a line of 50 feet in length, via the New York, N. Y., Scranton, Pa., and Buffalo, N. Y., R. P. O. This line and the one next above mentioned are the principal post routes through the rich, thickly populated section of western New York State, forming trunk-line mail routes from New York City to the West via Buffalo, N. Y.

December 30, St. Albans, Vt., and Boston, Mass., R. P. O.—The establishment of a daily line of 50-foot postal cars to replace line of 40-foot cars.

1902—January 6, St. Paul, Minn., and Spokane, Wash., R. P. O.—The establishment of a daily line of 40-foot postal cars via the route between St. Paul, Minn., and Grand Forks, N. Dak.

January 6, Champion, Mich., and Milwaukee, Wis., R. P. O.—A daily line of 40-foot postal cars established to provide proper facilities via the route to handle and distribute the rapidly growing mails to and from northwest Michigan and Chicago, Ill., via Milwaukee, Wis.

January 6, St. Paul, Minn., and Havre, Mont., R. P. O.—A daily line of 50-foot postal cars in lieu of a line of 40-foot cars, covering 430 miles between Minot, N. Dak., and Havre, Mont. This is one of the two northern transcontinental mail routes to and from St. Paul, Minn., and the Pacific coast, the other being above mentioned under same date as receiving a betterment in equipment between St. Paul, Minn., and Grand Forks, N. Dak. These lines are rapidly growing in importance as mail channels owing to the vastly increased volume of mail being carried, which, in the past two years, has increased considerably in connection with the commercial intercourse between this country and trans-Pacific territory.

January 6, Chicago, Ill., Marion and Council Bluffs, Iowa, R. P. O.—The establishment of a daily line of 50-foot postal cars in lieu of a 40-foot line. This is one of the principal mail routes between Chicago, Ill., and Council Bluffs, Iowa.

January 6, Chicago, Ill., and Minneapolis, Minn., R. P. O.—The placing of a 60-foot postal-car line on this route between Chicago, Ill., and Milwaukee, Wis., to supersede a line 50 feet in length.

January 16, Chicago, Ill., Cedar Rapids, and Council Bluffs, Iowa, R. P. O.—Two half lines of 60-foot postal cars superseding one half line of 50-foot cars and one half line of 40-foot cars between Chicago, Ill., and Cedar Rapids, Iowa.

January 16, Chicago, Ill., Cedar Rapids and Council Bluffs, Iowa, R. P. O.—The establishment of one and a half lines of 60-foot postal cars to supersede one and one-half lines of 50-foot postal cars between Cedar Rapids and Union Pacific Transfer (n. o.), Iowa.

January 21, Pacific Junction, Iowa, and Denver, Colo., R. P. O.—A daily line of 40-foot postal cars established on this route between McCook, Nebr., and Denver, Colo.

February 6, Sedalia, Mo., and Denison, Tex., R. P. O.—An additional daily line of apartment cars established to increase service to thrice daily. This route is a very important line from central Missouri to the Texas border.

February 8.—The establishment of a daily line of 40-foot postal cars via the Ash-fork, Ariz., and Los Angeles, Cal., R. P. O. Being a division of one of the trans-continental mail routes, the gradual development of the service made necessary the establishment of full postal cars on this line to meet the demand for added space and distributing facilities.

February 8.—The establishment of a daily line of 40-foot postal cars between New York and Buffalo, N. Y., via the New York, N. Y., and Chicago, Ill., R. P. O. This being the principal route for the dispatch and receipt at New York City of the enormous mails to and from the West and Northwest, is frequently in need of added facilities to meet the demands for the care and distribution of same.

February 8, Chattanooga, Tenn., and Cincinnati, Ohio, R. P. O.—A daily line of 60-foot full postal cars to supersede a line of similar cars 50 feet in length, to provide needed additional space and distributing facilities.

February 8.—The substitution of 60-foot line of postal cars for a 50-foot line of cars between New York and Buffalo, N. Y., via the New York, Geneva and Buffalo, N. Y., R. P. O.

February 10.—The establishment of an additional daily line of 40-foot postal cars via the Des Moines, Iowa, and Kansas City, Mo., R. P. O.

February 11, Nashville, Tenn., and Atlanta, Ga., R. P. O.—The establishment of an additional daily line of 40-foot postal cars via this route in response to urgent demands for additional postal-car equipment.

February 11, Charlotte, N. C., Savannah, Ga., and Jacksonville, Fla., R. P. O.—The assignment of an additional daily line of 40-foot postal cars. This is the principal postal line operating between the Washington and New Orleans route and the Atlantic coast.

March 3, Albert Lea, Minn., and Burlington, Iowa, R. P. O.—The increase of car space from 40-foot postals to a daily line of 50-foot postal cars.

March 17, Atlanta, Ga., and Jacksonville, Fla., R. P. O.—The establishment of a daily line of 40-foot postal cars to properly equip this important route from Atlanta, Ga., to the South Atlantic coast with postal-car facilities.

March 31, New York, N. Y., and Chicago, Ill., R. P. O.—The assignment of an additional daily apartment-car line between New York and Buffalo, N. Y.

April 7, Kansas City, Mo., and Lajunta, Colo., R. P. O.—The establishment of an additional daily line of 40-foot postal cars between Kansas City, Mo., and Newton, Kans. This is a portion of an important route from the Central West to the Southwest.

April 30, Kansas City, Mo., and Colorado Springs, Colo., R. P. O.—The establishment of an additional daily line of 40-foot postal cars between Kansas City, Mo., and Phillipsburg, Kans.

May 2.—The establishment of a daily line of 40-foot postal cars on the Burlington, Iowa, and St. Louis, Mo., R. P. O. This is a direct line of connection between the central transcontinental service and St. Louis, Mo.

May 2.—Increased space provided on the Toledo, Ohio, and St. Louis, Mo., R. P. O. by the substitution of a 60-foot daily line of postal cars for a like line of 40-foot cars.

May 16, St. Paul, Minn., and Spokane, Wash., R. P. O.—The establishment of a daily line of apartment cars on this route between Livingston and Missoula, Mont.

May 29, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—An additional line of apartment cars provided between Pittsburg, Pa., and Columbus, Ohio.

June 10.—The establishment of an additional daily line of 40-foot postal cars via the Boston, Mass., and Albany, N. Y., R. P. O. This being the direct line from and to New England and the West, requires reinforcement from time to time in both cars and space to keep pace with the demands of the gradual growth in volume of mail transported.

June 21, El Paso, Tex., Tucson, Ariz., and Los Angeles, Cal., R. P. O.—The establishment of a daily line of 40-foot postal cars. This is the Southern transcontinental route and has finally assumed such proportions in development that the heavy mails carried thereon could not continue to be handled to advantage in apartment cars, and hence the necessity for the assignment of a full postal-car line.

June 24, Portland, Me., and New York, N. Y.—This is a new and more direct route between the points mentioned than that by which the mails were formerly transported, and it was plain when the line was finally determined upon as a continuous mail route that the largest size of full postal cars would be necessary to properly equip the same. This new route affords a greatly expedited service between Portland and New York compared with the former indirect service via Providence, R. I., or Springfield and Boston, Mass.

June 26, New York, N. Y., and Pittsburg, Pa., R. P. O.—The establishment of two additional daily half lines of 60-foot postal cars.

June 26, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—The establishment of an additional daily half line of 60-foot postal cars. These two latter lines should be considered together, as they refer to and cover the principal mail channel to and from New York, N. Y., and the Southwest via Pittsburg, Pa., and St. Louis, Mo. The increased facilities above described were provided in connection with the establishment and equipment of a new fast mail train between New York, N. Y., and St. Louis, Mo., via Pittsburg, Pa.

July 1, Chicago, Ill., and Minneapolis, Minn., R. P. O.—The establishment of an additional daily line of 40-foot postal cars.

July 1, Chicago and Carbondale, Ill., R. P. O.—The establishment of an additional daily line of 40-foot postal cars.

July 1, Chicago, Ill., Cedar Rapids and Council Bluffs, Iowa, R. P. O.—The establishment of an additional daily half line of 40-foot postal cars between Chicago, Ill., and Cedar Rapids, Iowa.

July 11, Nashville, Tenn., and Atlanta, Ga., R. P. O.—The establishment of a daily line of 40-foot postal cars on this route between Nashville and Chattanooga, Tenn.

July 12, Chicago, Ill., Cedar Rapids and Council Bluffs, Iowa, R. P. O.—An additional daily line of 40-foot postal cars provided for service between Cedar Rapids and Union Pacific Transfer (n. o.), Iowa.

July 12, St. Paul, Minn., and Spokane, Wash., R. P. O.—The establishment of a daily line of 60-foot postal cars between St. Paul, Minn., and Billings, Mont.

July 14, Cleveland, Ohio, and St. Louis, Mo., R. P. O.—The establishment of an additional daily line of 40-foot postal cars between Cleveland, Ohio, and Granite, Ill. This improvement became necessary in connection with the establishment of a new fast mail train between Cleveland and St. Louis in connection with the New York and Chicago R. P. O. train 43.

July 25, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—The extension of the Columbus, Ohio, and Indianapolis, Ind., short run to St. Louis, Mo., and Pittsburg, Pa.

July 25, New York, N. Y., and Chicago, Ill., R. P. O.—The establishment of additional service by full postal cars from New York, N. Y., to Cleveland, Ohio, on train 23, and similar service additional by train 10 from Cleveland, Ohio, to Buffalo, N. Y.

August 5, Dubuque, Iowa, and Chamberlain, S. Dak.—The establishment of a daily line of 50-foot postal cars between Dubuque and Spencer, Iowa, in lieu of a line 40 feet in length; also the establishment of a daily line of 50-foot postal cars to supersede a line of 40-foot cars between Dubuque and Sanborn, Iowa.

August 7, Pocatello, Idaho, and Portland, Oreg., R. P. O.—A daily full line of 40-foot postal cars placed in operation to supersede a daily half line of 40-foot postal cars formerly in operation.

July 7, Spokane and Seattle, Wash., R. P. O.—A daily line of 40-foot postal cars placed in operation.

July 14, Kansas City, Mo., and Caldwell, Kans., R. P. O.—The placing in service of a 50-foot postal-car line to supersede a line of postal cars 40 feet in length.

August 16, Boston, Mass., Providence, R. I., and New York, N. Y., R. P. O.—An additional daily line of full postal cars 50 feet in length established. This line is known as the "Shore Line" channel for the transmission of the heavy mails to and from New England and New York, N. Y.

August 19, Pittsburg, Pa., and Cincinnati, Ohio, R. P. O.—The establishment of an additional daily half line of 40-foot postal cars.

September 10, New York, N. Y., and Chicago, Ill., R. P. O.—The establishment of an additional line of apartment cars as a short run via this route between Cleveland, Ohio, and Chicago, Ill.

September 25, Elmira, N. Y., and Baltimore, Md., R. P. O.—The establishment of a line of 60-foot postal cars to replace a line of postal cars 50 feet in length, to operate between Williamsport, Pa., and Baltimore, Md.

September 25.—The establishment of a daily half line of 60-foot postal cars in lieu of a half line of 50-foot cars to operate between Philadelphia, Pa., and Washington, D. C., as a part of the New York, N. Y., and Washington, D. C., R. P. O.

September 25, New York, N. Y., and Pittsburg, Pa., R. P. O.—A daily half line of 60-foot postal cars established to supersede a half line of 50-foot postal cars.

September 25, Pittsburg, Pa., and Chicago, Ill., R. P. O.—A daily full line of 60-foot postal cars established via this route to supersede a line of 40-foot postal cars.

September 25, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—An additional daily line of full postal cars 50 feet in length between Pittsburg, Pa., and Indianapolis, Ind., to supersede a line of postal cars 40 feet in length.

IMPROVED RAILWAY POST-OFFICE AND APARTMENT-CAR SERVICE.

October 15 to December 31, 1901.

	Miles.
Closed-pouch service superseded by apartment cars	1,880.42
Apartment-car service superseded by full R. P. O. cars	883.61
Additional apartment cars placed on full R. P. O. lines	1,289.00
Full R. P. O. cars increased from 40 to 50 feet in length	262.79
Full R. P. O. cars increased from 50 to 60 feet in length	1,622.58
Total	5,938.40

January 1 to September 25, 1902.

Closed-pouch service superseded by apartment cars	6,798.02
Apartment-car service superseded by full R. P. O. cars	3,404.57
Additional apartment-car service placed on full R. P. O. lines	5,205.51
Additional full R. P. O. cars placed on old R. P. O. lines	6,914.11
Full R. P. O. cars increased from 40 to 50 feet in length	2,865.70
Full R. P. O. cars increased from 50 to 60 feet in length	3,479.43
Total	28,667.34
Grand total	34,605.74

ESTIMATES.

I beg to submit the following, showing the estimate for each item of the appropriation for this service:

Class.	Number.	Salary.	Estimate.
General Superintendent	1	\$3,500	\$3,500
Assistant general superintendent	1	3,000	3,000
Chief clerk, office of General Superintendent	1	2,000	2,000
Assistant chief clerk, office of General Superintendent	1	1,800	1,800
Division superintendents	11	2,700	29,700
Assistant division superintendents	11	1,800	19,800
Assistant superintendents	23	1,600	36,800
Chief clerks	120	1,600	190,517
Class 6a	1,456	1,400	1,966,022
Class 6b	491	1,300	613,359
Class 4a	1,577	1,200	1,860,678
Class 4b	833	1,100	915,373
Class 3	3,700	1,000	3,606,696
Class 2, not exceeding \$900	2,456	900	2,125,063
Class 1, not exceeding \$800	680	800	544,000
Total	11,362		11,917,307
For substitutes for clerks on vacation			42,000
For acting clerks in place of clerks injured, and to pay legal representatives of clerks killed on duty or who shall die within one year from result of injury on duty			75,000
For expenses of officials, etc.			21,000
For office and miscellaneous expenses			50,000
For per diem, etc., of assistant superintendents			27,000
Total appropriation			12,132,307
Total appropriation for year previous			11,282,540
Increase			849,767

In conformity with the foregoing, I beg to recommend the following for the maintenance of the service for the fiscal year ending June 30, 1904:

Railway Mail Service.—One General Superintendent, at \$3,500; 1 assistant general superintendent, at \$3,000; 1 chief clerk, office of General Superintendent, at \$2,000; 1 assistant chief clerk, office of General

Superintendent, at \$1,800; 11 division superintendents, at \$2,700 each; 11 assistant division superintendents, at \$1,800 each; 23 assistant superintendents, at \$1,600 each; 120 chief clerks, at \$1,600 each; 1,456 clerks, class 5, at not exceeding \$1,400 each; 491 clerks, class 5, at not exceeding \$1,300 each; 1,577 clerks, class 4, at not exceeding \$1,200 each; 833 clerks, class 4, at not exceeding \$1,100 each; 3,700 clerks, class 3, at not exceeding \$1,000 each; 2,456 clerks, class 2, at not exceeding \$900 each; 680 clerks, class 1, at not exceeding \$800 each.

For substitutes for clerks on vacation, \$42,000: *Provided*, That the Postmaster-General may allow railway postal clerks whose duties require them to work six days or more per week, fifty-two weeks per year, an annual vacation of fifteen days with pay.

For acting clerks, in place of clerks injured while on duty, and to enable the Postmaster-General to pay the sum of \$1,000 to the legal representatives of any railway postal clerk who shall be killed while on duty or who, being injured while on duty, shall die within one year thereafter as the result of such injury, \$75,000.

For actual and necessary expenses of General Superintendent, assistant general superintendent, chief clerk office of General Superintendent, assistant chief clerk office of General Superintendent, division superintendents, assistant division superintendents, chief clerks, and railway postal clerks while actually traveling on business of the Department and away from their several designated headquarters, \$21,000.

For rent, light, fuel, telegraph, and miscellaneous office expenses, schedules of mail trains, telephone service, typewriting machines, and badges for railway postal clerks, \$50,000.

For per diem allowance of assistant superintendents, \$27,000: *Provided*, That assistant superintendents may receive a per diem allowance in lieu of actual and necessary traveling expenses at the rate of \$4 per day while actually traveling on business of the Department and away from their several designated headquarters.

In all for Railway Mail Service, \$12,132,307. And the appointment and assignment of clerks hereunder shall be so made during the fiscal year as not to involve a greater aggregate expenditure than this sum.

RAILWAY POST-OFFICE CARS.

The amount appropriated for railway post-office cars for the fiscal year ending June 30, 1902, was \$4,816,000; amount expended (exclusive of the amount accrued to Pacific roads) was \$4,657,368.57, as reported by the Auditor, leaving an unexpended balance of \$158,631.43.

By adding to the above expenditure of \$4,657,368.57 the amount accrued to Pacific roads (which is not paid out of the appropriation), namely, \$104,615, we find the total cost for railway post-office cars for the year to have been \$4,761,983.57.

The appropriation for the fiscal year ending June 30, 1903 (exclusive of subsidized lines), is \$5,104,960.

The following shows the growth of the railway post-office car service during the period from July 1, 1888, to June 30, 1902:

Year ending June 30—	Appropriation.	Expenditure.	Increase.	Per cent of increase.	Gross amount accrued to Pacific roads.
1888.....	\$1,934,560	\$1,822,964.37	\$109,572.45	6.38	\$128,237.62
1889.....	2,553,643	1,991,066.61	168,102.24	9.22	141,646.50
1890.....	2,260,000	2,207,151.01	216,084.40	10.81	241,405.75
1891.....	2,510,000	2,450,819.13	243,668.12	11.40	236,237.05
1892.....	2,731,000	2,595,002.76	144,183.63	5.88	257,816.96
1893.....	2,809,750	2,796,589.40	200,586.64	7.73	252,017.24
1894.....	2,941,000	2,921,957.18	126,367.78	4.33	272,000.34
1895.....	3,000,000	2,958,557.91	86,600.73	1.23	259,064.64
1896.....	3,205,000	3,134,992.72	176,434.81	5.91	251,406.96
1897.....	3,400,000	3,360,869.82	225,877.10	7.20	263,059.80
1898.....	3,759,502	3,753,416.64	892,546.82	17.33	98,366.49
1899.....	4,000,000	3,960,958.86	207,637.22	5.53	95,813.30
1900.....	4,204,500	4,182,482.79	221,628.98	5.60	100,949.28
1901.....	4,561,000	4,408,639.53	226,156.74	5.47	105,239.20
1902.....	4,816,000	4,657,368.57	248,729.04	5.64	104,615.00

The appropriation for the fiscal year ending June 30, 1903, is \$5,104,960. Estimating that the increase for the next year will be about 6 per cent, we find that the amount necessary would be \$5,411,257.

I have the honor, therefore, to respectfully recommend that the sum of \$5,411,257 be appropriated for railway post-office cars (exclusive of subsidized lines) for the fiscal year ending June 30, 1904.

CONCLUSION.

I wish, in closing this report, to say a word in appreciation of the good work done by the corps of clerks—the bone and sinew of the service—and by the officers who are charged with the proper conduct of Railway Mail Service affairs in their respective districts. Their combined efforts during the past year have given us a service to which we can point with more than ordinary satisfaction.

Permit me, also, at this juncture, to thank you, and through you the Postmaster-General, for the warm interest taken in our official welfare, and for the considerate treatment of questions that have been submitted to you for decision during the year.

Very respectfully,

JAMES E. WHITE,
General Superintendent.

Hon. W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

ACCIDENTS IN WHICH CLERKS WERE INJURED OR IN WHICH MAIL WAS LOST OR DAMAGED DURING THE YEAR ENDED JUNE 30, 1902.

1901—July 2.—Oil City and Mahoningtown R. P. O., train 234, was wrecked at Limestone, Pa., at 8.40 a. m., by colliding with a limestone train, badly damaging the car and severely injuring Clerk C. Banbury. No mail lost or damaged. Delayed seven hours.

July 4.—Austin and Albia R. P. O., train 2, was wrecked near Hampton, Iowa, by the rear trucks of the locomotive tender jumping the track, thereby derailling the postal car, which was thrown down an embankment, landing on its roof. Clerks J. W. Kendall and E. C. McKimney were instantly killed, although Acting Clerk S. S. Thomas escaped serious injury. Mail was damaged by water, oil, and dirt, and a few letters were destroyed. The car was so badly damaged that mail was transferred to an apartment car. Delayed seven hours.

July 6.—Kansas City and Joplin R. P. O., train 5, ran into an open switch at Joplin, Mo., at 4 p. m. Clerk Thomas L. Jones, in jumping from car, was slightly injured. No damage to car or mail resulted.

July 6.—Savannah and Montgomery R. P. O., train 72, was wrecked near Richland, Ga., at 12.15 p. m., by engine tender jumping the track and derailling the postal car. Clerk L. E. Williams was seriously injured by being thrown against pouch rack. No mail lost or damaged. Delayed six hours.

July 9.—Buffalo and Cincinnati R. P. O., train 18, was wrecked about 2.15 a. m. near Nottingham, Ohio. The accident was caused by one of the cars of a passing freight train jumping the track in front of the engine of train 18, instantly wrecking both trains. The mail car was hurled through the air and landed at the foot of an embankment, falling on the tender, which crushed through its floor and side, forcing everything almost to the ceiling for the full length of the paper rack. Clerk O. G. McCullom was killed; Clerk W. M. Baker severely and Clerk E. F. Loveless slightly injured. All mail, with the exception of a few pieces, was recovered with slight damage. The mail car was totally demolished.

July 11.—Toledo, Frankfort and St. Louis R. P. O., train 3. Clerk W. H. Wilkinson, while working in car of this train in the Union Depot, Toledo, Ohio, at 4 a. m., was painfully injured by being thrown against the letter case. The accident was caused by the violent shifting of the car.

July 12.—New York and Grafton R. P. O., train 3, was derailed at Boyds, Md., at 2.10 a. m. by a misplaced switch. The car was damaged to such an extent as to be unserviceable. No mail was lost or damaged, and clerks escaped injury, with the exception of Clerk W. W. Jolliffe, who sustained slight injuries in leg. Delayed six hours.

July 13.—Pattonsburg and Kansas City R. P. O., train 1, was wrecked at Rock Island crossing near Waterbury station, Mo., by being struck by freight train of the other line. The car rolled down an embankment and was badly damaged, and Clerk Frank H. Skilling was slightly injured. No mail lost or damaged.

July 15.—Pittsburg, Kenova and Cincinnati R. P. O., train 16, was wrecked by colliding with a freight engine near Sistersville, W. Va., at 6.30 p. m. The mail compartment was demolished, and mail slightly damaged by water and dirt. Clerks P. L. Roush and W. S. Geenlief were slightly injured. Delayed five hours.

July 19.—St. Joseph and Grand Island R. P. O., train 3. Clerk T. R. Moody was severely injured by being struck by the letter case while at work in his car in the depot at St. Joseph, Mo., at 10.30 a. m. The accident was caused by the failure of the air brake to work while train was being made up, resulting in the two portions of the train coming together with great force. No mail lost or damaged.

July 20.—Chattanooga, Rome and Atlanta R. P. O., train 14, was wrecked at Sherman Heights, Tenn., at 6.55 p. m. The accident was caused by engine jumping the track. The mail car was turned over and slightly damaged. No mail lost or

damaged. Clerks J. L. Clemmer and Fred. L. Hays slightly hurt. Delayed nine hours and fifteen minutes.

July 22.—St. Paul and Portal R. P. O., train 108. Clerk Allen L. Truax, while putting return mail on passenger train at Kimball Prairie, fell between train and platform and had right arm cut off.

July 25.—Portland and Boston R. P. O., train 53. The mail car on this train caught fire on the outside between Rockingham and Dover, N. H., from unknown cause, but was extinguished with but slight damage to mails from water. No injury to clerk. Delayed twelve minutes.

July 26.—Baltimore and Winchester R. P. O., train 17, was wrecked near Woodstock, Md., at 8.35 a. m., from some unknown cause, badly damaging the apartment car. Mail was slightly damaged by oil and water. Clerk J. D. Hess was slightly injured.

July 27.—Salisbury and Knoxville R. P. O., train 35, was wrecked by fast running near Marshall, N. C., at 1.15 a. m. The mail car was thrown about 75 feet from the track and was badly damaged. No mail was lost or damaged. Clerk A. S. Cain was painfully injured. Delayed eleven hours.

July 30.—Monett and Ellsworth R. P. O., train 107, was wrecked at Neodesha, Kans., 12.15 p. m., by collision with another train. Clerks G. H. Houck and H. N. Helm were severely injured, but there was no loss or damage to the mail. Delayed thirty minutes.

July 31.—Wheeling and Chicago R. P. O., train 7, was held up by train robbers near South Chicago, Ill., at 7.30 p. m. A baggage car containing post-office supplies was blown open by dynamite and a small quantity destroyed or damaged. The postal clerks were shot at by the robbers, but escaped injury. There was no loss or damage to the mail.

August 1.—Storm Lake and Des Moines R. P. O., trains 33 and 34, collided near Jefferson, Iowa, at 6.15 a. m. Clerk John S. McCown jumped from his car in the latter train and was slightly injured. No damage to the mail in either train. Delayed one hour and thirty minutes.

August 2.—Nashville and Atlanta R. P. O., train 2, was wrecked near Atlanta, Ga., about 8.45 a. m., the accident being due to the explosion of boiler of the engine. The postal car was wrecked and overturned, slightly injuring Clerks G. S. Cobb and R. L. Stover. No mail was lost or damaged. Delay to mail, four hours.

August 5.—Rouse Point and Albany R. P. O. Clerk Albert R. Brown, of this line, was seriously injured while at work in his car at Saratoga Springs, N. Y., the accident being due to the violent shifting of the cars.

August 5.—Richmond and Clifton Forge R. P. O. While at work in car at Howardsville, Va., Clerk W. H. Maxwell was injured by being thrown to the floor, the accident being due to the careless shifting of cars.

August 7.—Great Falls and Neihart R. P. O., train 3, was wrecked at 9.45 a. m., near Beit, Mont., by the derailment of two freight cars in the train. Clerk Archibald D. Perkins was slightly injured. No loss or damage to the mails. Delayed seven hours.

August 9.—New York and Grafton R. P. O., train 525. While the train was being shifted in the depot at Washington, D. C., Clerk J. M. Dillon was thrown against the pouch rack and severely injured.

August 9.—Newton and Galveston R. P. O., train 17, was wrecked in the yards at Purell, Ind. T., at 2.17 p. m. The forward portion of the train was derailed and the mail car badly damaged. Clerk Kildroy P. Aldrich was slightly injured. The letter mail was thrown from the cases, but no mail lost or damaged. Delayed two hours and thirty minutes.

August 10.—Kansas City and Lajunta R. P. O., train 115, was wrecked by collision with the rear end of a freight train near Topeka, Kans., at 4.05 a. m. The clerk was slightly injured, but no loss or damage to the mail followed. Delayed five hours and forty minutes.

August 10.—Cleveland and Pittsburg R. P. O., train 301. While train was being made up at Pittsburg, Pa., the postal car collided with a train standing in the depot. Clerk F. W. Weigand was thrown to the floor of the car and severely injured.

August 12.—Texarkana and Laredo R. P. O., train 1, was wrecked near Elliott, Tex., the engine striking a cow. The mail car was derailed, partly overturned, and badly wrecked. Clerk H. M. Thompson was seriously injured. There was no loss to the mail. Delayed eleven hours and forty minutes.

August 12.—Port Huron and Chicago R. P. O., train 11, was derailed at Tappan, Mich., and Clerk Henry S. Gaskill severely injured.

August 13.—Sedalia and Denison R. P. O., train 3, was held up by train robbers at Caney Tank, Ind. T., and a quantity of registered mail stolen. The express car was blown open by dynamite and the postal car badly damaged by the explosion. A

railway postal clerk was compelled to go ahead of the robbers throughout the entire train, holding a sack in which was placed the valuables taken from the passengers.

August 14.—Baltimore and Pittsburg R. P. O., train 10. While the postal car was being drilled in the yard at Pittsburg, Pa., at 6.30 a. m., it was badly damaged and Clerks J. H. Gates and J. C. Hunter slightly injured.

August 15.—Chicago, Elroy and St. Paul R. P. O., train 507. While the train was being made up in the yards at Chicago, Ill., about 2.55 a. m., the postal car was run into by another car, the accident being caused by careless switching, and Clerks Paul Bergford and A. M. Booth seriously injured.

August 16.—Rochester and Pittsburg R. P. O., train 3, ran into an open switch at Punxsutawney, Pa., 3.30 p. m., and Clerk C. S. Qualtrough slightly injured. No damage to car or mail.

August 16.—Monett and Ellsworth R. P. O., train 107, was wrecked at Carl Junction, Mo., 9.20 a. m., by running into a train of coal cars, the accident being due to an open switch. Clerk Ralph W. Smith was severely injured, but there was no loss or damage to the mail. Delayed about one hour.

August 21.—Milwaukee and Davenport R. P. O., train 5, collided with a freight train at Cordova, Ill., 8.15 p. m. The mail car was damaged and Clerk W. D. Brown slightly injured. There was no loss or damage to the mail. Delayed one hour and twenty minutes.

August 23.—Springfield and Chadwick R. P. O., train 52, was wrecked in the yards at Springfield, Mo., 5 p. m., by collision with a switch engine. The clerk was slightly injured but the mail escaped loss or damage. Delayed thirty minutes.

August 23.—South Bend and Terre Haute R. P. O., train 21, was run into by an engine at Crawfordsville, Ind., 9.30 a. m., derailing the mail car and slightly injuring Clerk John Waller. No loss or damage to mail. Delayed one hour and twenty minutes.

August 23.—Auburn and Ithaca R. P. O., train 304, ran into a landslide near Kings Ferry Station (n. o.), N. Y., about 3.40 p. m., badly damaging the mail car and slightly injuring Clerk G. M. Smiley. No mail lost or damaged. Delayed about eight hours.

August 24.—Bowling Green and Memphis R. P. O., train 101, ran into the rear end of a freight train at Stewart, Tenn., 12.30 a. m., slightly damaging the mail car but causing no injury to the clerks or mail. Delayed two hours.

August 24.—Hamlet and Jacksonville R. P. O., train 34, ran into a washout near Cheraw, S. C., at 9.45 p. m., badly damaging the mail car, severely injuring Clerk C. B. Potter, and causing the loss of a small quantity of mail. Delayed six hours.

August 24.—Clinton and Cedar Rapids R. P. O., train 331. The sudden stopping of the train at New Liberty, Iowa, threw Clerk L. H. Burton violently against the table in car and painfully injured him.

August 24.—Paris and Cleburne R. P. O., train 63, collided with the rear end of a freight train near Clearlake, Tex., at 4.40 p. m., slightly damaging the mail car but causing no loss or damage to the mail. Clerk H. Lee jumped from the car and was severely injured. Delayed eleven hours and twenty minutes.

August 25.—Louisville and Fulton R. P. O., train 122, collided with an engine near Paducah, Ky., at 7.30 a. m. The mail apartment was demolished by being telescoped by the tender and Clerk J. C. Spell severely injured. There was slight damage to the mail but no loss. Delayed about four hours.

August 25.—St. Paul and Spokane R. P. O., train 3, was wrecked by a landslide near Tusler, Mont., at 9 p. m. Almost the entire train was derailed, the mail car being badly damaged and Clerk Oscar J. Edwards slightly injured. There was no loss to the mail. Delayed about nineteen hours.

August 26.—St. Paul and Spokane R. P. O., train 7, collided with a freight train at Northtown Junction, Minn., at 9 p. m. The mail car was partly wrecked and Clerks Peter White and Joseph H. Speakman slightly injured. No mail lost or damaged. Delayed about one hour.

August 27.—Richmond and Charlotte R. P. O., train 12, was wrecked by a washout near Danville, Va., at 2.30 a. m., derailing and badly damaging the mail car and slightly injuring Clerk A. L. Vickrey. There was some damage, but no loss to the mail. Delayed four hours and thirty minutes.

August 28.—Spokane and Tacoma R. P. O.'s, trains 3 and 4, collided near Eagle-gorge, Wash., at 10.40 a. m. The mail car in train 3 was so badly damaged as to compel its abandonment, but no mail lost or damaged. Clerks William C. Ott and Dexter S. Wood were slightly injured. The mail car in train 4 was slightly damaged, and Clerk Charles E. Reid injured. Delay to train 3, five hours and thirty minutes; to train 4, four hours.

September 2.—Denver and Leadville R. P. O., train 72, was wrecked between Buffalo and South Platte, Colo., at 4.45 p. m. The accident was caused by combina-

tion mail and baggage car jumping the track, derailling the balance of train and dragging the mail car some 40 feet. Clerk G. M. McAdams was slightly injured. Mail was slightly damaged by oil.

September 2.—Meridian and Shreveport R. P. O., train 2, was wrecked at Millhaven, La., at 7.03 p. m., by colliding with train 3 while taking the side track. Car was badly damaged and Clerk Dunham Smith was painfully injured. No mail lost or damaged. Delayed nine hours.

September 3.—Kansas City and Lajunta R. P. O., train 17, was struck by an engine with unusual force while in the railroad yards at Kansas City, Mo., at 8.05 a. m. Clerk John C. Sterling was severely injured by being thrown against the table.

September 4.—Louisville and Evansville R. P. O. (steamboat *Golddust*), was burned at Hardins Landing (n. o.), Ky., at 4.15 p. m. A few letters and a quantity of mail equipment were destroyed. The clerk escaped injury.

September 4.—Lakeland and Punta Gorda R. P. O., train 32, was wrecked near Lakeland, Fla., at 8.15 p. m., by running into a washout. The mail car was telescoped completely by a freight car and Clerk J. E. Thwaites seriously injured. There was no loss to the mail. Delayed twelve hours.

September 5.—Hannibal and Gilmore R. P. O., train 2, was wrecked near Silex, Mo., 12.30 p. m., by running into a burning bridge. Acting Clerk J. H. Musgrave was slightly injured. There was no loss or damage to the mail.

September 5.—Paris and Cleburne R. P. O., train 64, collided with a freight train at a railroad crossing at Dallas, Tex., about 3.30 p. m. The combination mail and express car was cut in two and Acting Clerk Alexander F. Jackson killed. It is not known that any mail was lost.

September 6.—Texarkana and El Paso R. P. O., train 1, ran into the rear end of a freight train at Forney, Tex., at 5 p. m. Mail was thrown from the cases, but none lost or damaged. No damage to car. Clerk B. D. Kennedy had his wrist sprained by being thrown against end of car.

September 8.—Dubuque and Sioux City R. P. O., train 5. While shifting car in the railroad yards at Dubuque, Iowa, at 6.30 a. m. the mail car was thrown so violently against another car that Clerk H. B. Fouke was seriously and Clerk C. B. Moyer slightly injured by being thrown against the rack.

September 9.—Grafton and Wheeling R. P. O., train 5, was derailed near Burton, W. Va., at 9.10 a. m. The mail car was demolished, but no mail was lost or damaged. Clerk E. L. Ross was painfully injured. Delayed two hours.

September 11.—Benson and Huron R. P. O., train 52, was derailed near Seabolt (n. o.), Minn., at 3 p. m. Mail car bounded over the ties for half a mile before train came to a standstill, but escaped injury. No damage or loss to mail. Clerk Daniel W. Millane received slight injuries. Delayed three hours and fifty-five minutes.

September 12.—Fairbury and McFarland R. P. O., train 16, was wrecked at 2 a. m. by colliding with a freight train when entering the station at McFarland, Kans., completely demolishing the mail car and painfully injuring Clerk David P. Hutchison. No mail lost or damaged.

September 16.—Chattanooga and Griffin R. P. O., train 1, was wrecked at 3.35 p. m. near Lavender, Ga., by head-end collision with freight train, telescoping the mail car and severely injuring Clerk E. A. Merrill. A small quantity of paper mail was lost. Delayed twenty-four hours.

September 16.—Sedalia and Denison R. P. O., train 4. The postal car was hit by switch engine while coupling in Denison, Tex., yards at 3.35 a. m., damaging the car to such an extent that mail had to be transferred to another car. The letter mail was thrown from the cases and Clerks J. P. Graves and B. E. Buren were slightly injured. Delayed one hour.

September 18.—Augusta and Tennille R. P. O., train 43, was wrecked near Augusta, Ga., at 8.30 a. m., by running into a washout. The postal car was turned over on side and small quantity of mail damaged by water. Clerk O. D. Gonder received painful injuries.

September 18.—Boston and South Shore R. P. O., train 5360, collided with a passenger train near Cohasset, Mass., at 6.20 p. m., painfully injuring Clerk H. P. Swansey. No damage to mail or car. Delayed one hour and fifty minutes.

September 18.—Portland and Island Pond R. P. O., train 6, collided with a freight train while entering the railroad yards at East Deering, Me., at 11.10 a. m., slightly injuring Clerks E. F. Johnson and J. T. Culhane. No damage to car or mails. Delayed thirty minutes.

September 20.—Spokane and Tacoma R. P. O., train 3, was wrecked at Judson, Wash., at 7.12 a. m. The accident was caused by the first section colliding with second section of train, but without injuring the postal car. Substitute Clerk McKendree C. Faris was slightly bruised. A small quantity of letter mail was damaged by water. Delayed two hours and forty minutes.

September 23.—Salisbury and Chattanooga R. P. O., train 38, was wrecked at 8.10 p. m. by colliding with a switch engine in railroad yard at Knoxville, Tenn. The front end of apartment car was torn up and a few letters saturated with oil. No injury to clerk.

September 24.—Caribou and Bangor R. P. O., train 4, struck a cow at Harveys Siding (n. o.), Me., at 1.30 p. m., derailing and throwing the mail car some distance from the track and rendering it unfit for service and slightly injuring Clerk Aurelius H. Kane. The mail was thrown from the cases upon the floor, with but slight damage and no loss. Delayed four hours and twenty-five minutes.

September 25.—Grand Junction and Ogden R. P. O., train 1, was wrecked by colliding with an engine at Cedar Siding (n. o.), Utah, at 7.15 a. m., telescoping the mail car and severely injuring Clerk D. M. Morrison. The mail car was abandoned at wreck and service was performed in the baggage car. No mail lost or damaged. Delayed thirteen hours and forty-five minutes.

September 25.—Denver and Grand Junction R. P. O., train 3. Clerk A. C. Gates was thrown out of his car near Glenwood Springs, Colo., at 8 p. m., while train was rounding a sharp curve, and sustained painful injuries. Car did not leave the track and no damage to mails.

September 25.—Greenville and Columbia R. P. O., train 16, was wrecked near Columbia, S. C. Substitute Clerk Riser seriously injured. No mail lost or damaged.

September 26.—Boston, Springfield and New York R. P. O., train 68. While making up train in the depot at Springfield, Mass., at 3.15 a. m., the engineer lost control of the engine, which collided with the forward end of the train, the impact being so great as to throw all the letter mail from the case in the postal car and seriously injuring Clerk D. H. Graves and slightly injuring Clerk Buckley. No mail lost or damaged. Delayed one hour.

September 26.—St. Louis and Kansas City R. P. O., train 9. While postal car of this train was standing at the Union Depot, St. Louis, Mo., at 7.55 p. m., it was struck with considerable force by engine, which was backing into station to couple up train, painfully injuring Clerk Charles E. Colton. No mails lost or damaged.

September 26.—Conroe and Sumerville R. P. O., train 85, ran into an open switch at 7.30 p. m., at Conroe, Tex., and collided with engine on side track, damaging the mail car and severely injuring Clerk P. M. Yell. No damage or loss to mail.

September 27.—St. Louis and Council Bluffs R. P. O., train 3, was wrecked near Council Bluffs, Iowa, at 7.50 a. m., the accident being caused by a broken rail. The entire train, with the exception of the engine, left the track and rolled down a 12-foot embankment. Train was abandoned and mail transferred to a passenger coach. Clerks William Judd and R. A. Daniels were slightly injured. No mail lost or damaged. Delayed five hours.

September 29.—Washington and Hamlet R. P. O., train 34, was wrecked at Cameron, N. C., at 1.30 a. m. Cause unknown. The apartment car was thrown from the track and turned on its side. A number of letters and papers were damaged by water through the broken windows, as it was raining at the time the wreck occurred. Clerk M. H. King received slight injuries. Delayed eleven hours.

September 30.—Pittsburg and St. Louis R. P. O., train 11. Clerk B. F. Cook was severely injured while at work in the postal car of this train at Pittsburg, Pa., at 8.20 a. m., the accident being caused by the switching with terrific force of another car against the one in which he was working.

September 30.—New York and Washington R. P. O., train 58. Clerk John A. Nixon was slightly injured by being struck on the hand by some projection on the rear of car of an outgoing train, while standing in the door of the car in readiness to deliver mail as his train was entering the depot at Wilmington, Del.

October 1.—Norton and Corbin R. P. O., train 80, collided with a freight train at Hubbard Springs, Va., at 8.45 p. m. The mail car was demolished, a portion of the mail damaged, and the clerk slightly injured. Delayed two hours and forty-five minutes.

October 3.—Shreveport and Houston R. P. O., train 2, collided with coal cars at Bobo Switch (n. o.), Tex., damaging the mail car and injuring Clerk W. W. Rainbolt. There was no loss to the mail. Delayed eight hours and fifteen minutes.

October 4.—Kansas City and Wellington R. P. O., train 201, was wrecked by running over a horse near Elgin, Kans., at 6.50 p. m. The mail car was ditched and partly wrecked. Clerk J. B. McCormick was severely injured, but there was no loss to the mail.

October 4.—Havre and Anaconda R. P. O., train 1, was derailed by spreading rails at Midcannon, Mont., at 10.18 a. m. A portion of the train (including the postal car) was thrown down an embankment. The car caught fire and a quantity of mail destroyed and damaged. The clerk escaped injury. Delayed seven hours and forty-five minutes.

October 4.—Brattleboro and New London R. P. O., train 1, collided with an engine in the yards at New London, Conn., 11.30 p. m. Clerk George W. Crawford was seriously injured. There was no loss or damage to the mail. Delayed one hour.

October 6.—Kansas City and Pueblo R. P. O., train 3. Clerk Dale Lucas was seriously injured while exchanging mail by catcher service at Stillwell, Kans.

October 7.—Sevilia and Paola R. P. O., train 50, was wrecked near Rodelia, Mo., at 2.50 p. m., the postal car being derailed and a portion of the mail damaged. The clerk received slight injuries.

October 7.—Termino and Reno R. P. O., train 2, was derailed while rounding a curve near Amadee, Cal., at 11.50 a. m., the mail car badly damaged, and Acting Clerk David F. Hazel severely injured. There was no loss or damage to the mail.

October 8.—Dubuque and Sioux City R. P. O., train 1-101, collided with an engine in the yards at Fort Dodge, Iowa, at 4 a. m., slightly injuring Clerks F. H. Lambert, William H. Jones, John E. Donahue, and Substitute Clerk J. F. Helmar. No damage to the mail resulted. Delayed one hour.

October 9.—Omaha and Ogden R. P. O., train 4. While train was being made up at Rawlins, Wyo., the engine backed into the postal car with such force as to throw and severely injure Clerk J. F. Cooper.

October 9.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 9, was derailed at Crescent, Iowa, at 8.07 a. m. Clerks J. P. McMahon seriously and Harry Purdy and Harry W. Miller slightly injured. No loss or damage to mail resulted. Delayed two hours and fifty minutes.

October 10.—Des Moines and Kansas City R. P. O., train 4, was wrecked by collision with a freight train at Moulton, Iowa, about 11.30 p. m. The mail car was badly damaged and the two postal clerks slightly injured. No loss or damage to the mail. Delayed four hours and fifteen minutes.

October 14.—Wheeling and Chicago R. P. O., train 8. The engine was coupled to the train with such violence at Chicago Junction, Ohio., at 5.40 p. m., as to throw Clerk J. P. Barnhart against a door and painfully injure him.

October 14.—Farley and Cedar Rapids R. P. O., train 24, collided with a freight train near Monticello, Iowa, at 7.40 p. m., badly wrecking the mail car and severely injuring Clerk John H. Wilson. There was slight damage to the mail but no loss. Delayed seven hours.

October 15.—St. Paul and Havre R. P. O., train 4, was derailed and wrecked at Kilva Station (n. o.), Mont., at 5.20 p. m., by running into an open switch and colliding with freight cars. The mail car was partly overturned and a portion of the mail damaged by oil and water. Clerks J. O. Wamvig and W. B. Jones were severely injured. Delayed eight hours and thirty-five minutes.

October 16.—Hinton and Cincinnati R. P. O., train 4. While the postal car was in the yards at Cincinnati, Ohio, at 7.15 p. m., it was ran into by a switch engine and so badly wrecked as to compel its abandonment. There was no loss or serious damage to the mail. Clerks J. P. Berry, F. A. Braley, and J. L. Gayle were severely, and G. H. Wagner seriously, injured. Delayed at scene of wreck one hour and twenty minutes.

October 17.—Dubuque and Sioux City R. P. O., train 101. While being switched in the yards at Fort Dodge, Iowa, the postal car was thrown against the balance of the train with such force as to severely injure Clerks Robert McCloskey and Cornett T. Stark.

October 18.—Canandaigua and Williamsport R. P. O., train 12, collided with a freight train near Canton, Pa., at 11 a. m., slightly injuring Clerk J. S. Rippey, but causing no damage to the mail or car. Delayed three hours.

October 18.—St. Louis and Texarkana R. P. O., train 54, was wrecked by a head-on collision with a freight train near Desoto, Mo., at 9.22 p. m. The postal car was completely demolished and Clerks R. J. Jackson, Robert B. Arntzen, and Edward J. Carroll seriously, and W. P. Tate and Horace F. James, slightly, injured. It is thought there was no loss to the mail. Delayed fourteen hours and forty minutes.

October 19.—Atlanta, Macon and Montgomery R. P. O., train 6, was wrecked by a head-on collision with a freight train near Macon, Ga., about 4.20 p. m. The mail car was telescoped by the tender and Clerks F. H. Hill and C. T. Standard severely injured. No mail was lost or destroyed. Delayed twelve hours.

October 20.—Paris and Cleburne R. P. O., train 68, collided with a street car at Dallas, Tex., at 9.30 p. m., derailling the engine and slightly injuring Clerk Charles C. Ratliff. No damage to the car or mail. Delayed two hours.

October 21.—Texarkana and El Paso R. P. O., train 6, ran into an open switch and collided with an engine in the yards at Dallas, Tex., at 8.50 a. m. The mail car was damaged to such an extent as to compel its abandonment. Clerks B. D. Kennedy was severely, and Samuel E. Harwell slightly, injured. No loss or damage to the mail.

October 21.—Clerk John T. Shearer, detailed as transfer clerk at Spokane, Wash., fell from a mail wagon while transferring mail and received injuries that resulted in his death November 9, 1901.

October 22.—Cheyenne and Pocatello R. P. O., train 1, was wrecked near McCammon, Idaho, at 3.15 p. m., the accident being caused by the engine running into a pile of earth which had been left on the track by section gang. The engine, postal, and other cars were thrown down a 40 foot embankment, the mail car being telescoped for a distance of 15 feet. Clerk Edwin O. Glenn was thrown out of the car and seriously injured; Clerk L. L. Baldwin was slightly injured. No mail lost or destroyed. Delayed eight hours.

October 23.—Portland and San Francisco R. P. O., train 16, was held up by a train robber near Cottagegrove, Oreg., at 2.19 a. m. The engineer was ordered to take the train 4 miles north of above point, where an unsuccessful attempt was made to enter the express car, dynamite being used and a number of shots exchanged. This attempt was abandoned and the engineer directed to detach the mail car from the balance of train and take it several miles away to a point near Goshen, Oreg. The robber, who was well armed and supplied with dynamite, compelled the postal clerks to admit him to the car. Several registered pouches and inner registered sacks were cut open and rifled. The balance of the registered mail was hidden by the clerks when they ascertained the train was being held up.

October 24.—Burlington and Carrollton R. P. O., train 1, was derailed near Exline, Iowa, at 12.15 p. m., the accident being caused by spreading rails. The entire train, with the exception of the engine, was thrown down an embankment and overturned. The mail car caught fire, which was extinguished without resultant damage. A portion of the mail was damaged by oil, but none lost or destroyed. Clerk H. C. Moore was seriously injured.

October 26.—New York and Point Pleasant R. P. O., train 309, collided with a freight engine at Long Branch, N. J., at 1.10 p. m., badly damaging the mail car and severely injuring Clerk W. E. Pearce. No loss or damage to the mail. Delayed one hour and thirty minutes.

October 26.—Kansas City and Memphis R. P. O., train 206, was wrecked at Norwood, Mo., at 2.59 a. m., by collision with a freight car standing on the main track. The mail car was disabled and Clerk C. A. Stratton slightly injured. A portion of the mail was damaged but none lost or destroyed. Delayed six hours.

October 27.—Memphis and New Orleans R. P. O., train 5, collided with a freight car near Jessamine, Miss., at 3.35 a. m., slightly injuring Clerk L. A. Blanchet. No damage to the car or mail. Delayed six hours.

October 27.—Memphis and Rolling Fork R. P. O., train 124, collided with another train at Elena, Miss., at 12.35 p. m. Clerk W. M. C. Troupe was slightly injured. No mail lost or damaged. Delayed two hours and fifty minutes.

October 30.—Oakes and Hawarden R. P. O., Clerk Joseph N. McPhail was injured while on duty in his car at Oakes, N. Dak., at 1.30 a. m., the accident being due to the violent switching of cars in the railroad yards at that place.

October 31.—Boston and Newport R. P. O., train 5009, while switching at Taunton, Mass., collided with a car. The mail car was badly damaged and abandoned. The clerk was slightly injured. No loss or damage to the mail.

November 1.—Sedalia and Kansas City R. P. O., train 72, was wrecked near Napoleon, Mo., at 7.40 a. m., by the derailment of the engine. The clerk was slightly injured, but there was no loss or damage to the mail.

November 1.—Coffeyville and Little Rock R. P. O., train 231, was run into by a freight train at Mayflower, Ark., at 10.10 a. m., the mail car damaged and Clerk H. B. Pinckney slightly injured. No loss or damage to the mail. Delayed four hours.

November 2.—Monett and Paris R. P. O., train 3, collided with the rear end of a train in the yards at Seligman, Mo., at 10.10 a. m. The clerk was slightly injured, but there was no loss or damage to the mail. Delayed two hours and thirty minutes.

November 4.—Chicago and Council Bluffs R. P. O., train 8, collided with a switch engine at Riverside, Ill., at 5.25 a. m. Both postal cars were so badly wrecked as to compel their abandonment. Clerk W. P. Conlon was slightly injured. There was no loss or damage to the mail.

November 5.—Hamlet and Atlanta R. P. O., train 34, collided with a freight train at Whitmires, S. C., at 6.13 p. m. Clerk H. H. Mobley was severely injured. No mail lost or damaged. Delayed two hours and thirty minutes.

November 8.—Coffeyville and Little Rock R. P. O., train 231, collided with a freight train at Coffeyville, Kans., at 11.45 p. m., slightly damaging the mail car and injuring the clerk. No damage to the mail.

November 8.—Fulton and Grenada R. P. O., train 25, was wrecked in the yards at

Grenada, Miss., at 10 p. m., by the mail car being violently backed against a coal car. Clerk E. V. Guy was severely injured. There was no loss or damage to the mail.

November 10.—New Orleans and Marshall R. P. O., train 52, ran into the rear end of a freight train at Johnson Station (n. o.), La., at 6.35 a. m. Clerk John H. Houck was slightly injured. No damage to the mail. Delayed about five hours.

November 10.—Kansas City and Ash Grove R. P. O., train 108, was wrecked at Ash Grove, Mo., at 4.25 a. m., by colliding with a train of freight cars. There was no resultant loss of mail but Clerk F. W. Anderson was painfully injured.

November 13.—Memphis, Grenada and New Orleans R. P. O. While the postal car was standing on a siding at Memphis, Tenn., at 8 p. m., it was run into by cars that were being switched and Clerk E. D. Palmer and Transfer Clerk W. B. Williamson slightly injured.

November 13.—New York and Pittsburg R. P. O., train 31. While the train was being made up in the Broad Street Station, Philadelphia, Pa., the postal car was run into with such force by other cars as to slightly injure Clerks J. D. Bowen, M. H. Ingram, and B. M. Townsend.

November 13.—La Crosse and Dubuque R. P. O., train 2, collided with a freight car at Reno, Minn., at 1.50 p. m., slightly injuring Substitute Clerk A. L. Sprecher and damaging a portion of the mail. The mail car was partly wrecked. Delayed thirty minutes.

November 15.—Cleveland and Marietta R. P. O., train 6, collided with a switch train at Akron, Ohio, at 12.50 p. m., slightly injuring Clerk L. V. Martin and the mail car but causing no damage to the mail. Delayed about three hours.

November 20.—Ludington, Saginaw and Detroit R. P. O., train 2, was derailed in the yards at Plymouth Junction, Mich., at 11.30 a. m., slightly injuring Clerk S. V. Miller. No mail lost or destroyed. Delayed two hours and ten minutes.

November 20.—Santa Fe Pacific Railroad express trains 3 and 4, Ashfork, Ariz., to Los Angeles, Cal., collided near Franconia Station (n. o.), Ariz., 26 miles east of Needles, Cal., at 5.15 a. m., and all mail carried in the latter and nearly all in former train was destroyed by fire.

November 23.—Hannibal and Gilmore R. P. O., train 1, was wrecked near Troy, Mo., about 8.35 a. m., by the derailment of a portion of the train. Clerk J. F. Harvey jumped from the car and was slightly injured. No damage to the mail.

November 23.—Chattanooga and Meridian R. P. O., train 3, was wrecked near Attalla, Ala., at 9.23 a. m., the accident being caused by a broken rail. Clerks Leander Poole, jr., and J. C. Phillips were injured. There was no loss or damage to the mail. Delayed six hours.

November 24.—Pittsburg and St. Louis R. P. O., train 11, ran into a number of cars near East St. Louis, Ill., at 2.45 a. m., severely injuring Clerk J. H. Roberts and slightly injuring Clerks—Tanner, I. E. Rush, J. A. Seward, H. H. Whitaker, and C. E. Dunkle. No mail lost or damaged. Delayed three hours and thirty minutes.

November 28.—Pittsburg, Wheeling and Cincinnati R. P. O., train 104, while standing in the depot at Cincinnati, Ohio, was backed into by a passenger train with such force as to throw and severely injure Clerk A. R. Stokesbury.

November 28.—Davenport and Leavenworth R. P. O., train 390, ran into a freight train at a railroad crossing near Cameron Junction, Mo. The mail car was badly wrecked and abandoned. Clerk M. J. Hickey jumped from the car to avoid the collision and was severely injured. No mail lost or damaged. Delayed two hours.

November 30.—Detroit and Peru R. P. O., train 95, was run into at rear end of train by a freight train at Chili, Ind., about 6.40 p. m., and Clerk P. H. McGreevey slightly injured. No mail lost or damaged.

December 1.—Montgomery and Artesia R. P. O., train 4, was wrecked at 5.22 p. m. in the yards at Artesia, Miss., by backing into a freight train, painfully injuring Clerk F. C. Hale. No mail lost or damaged.

December 4.—Denver and Grand Junction R. P. O., train 4, was wrecked at 6.50 p. m., by colliding with the rear end of a freight train near Pueblo, Colo., slightly injuring Clerks John G. Crooks and A. C. Gates. No mail lost or damaged. Delayed one hour and thirty minutes.

December 5.—Dubuque and Sioux City R. P. O., train 1. While postal car was being switched in the yards at Fort Dodge, Iowa, at 4.37 a. m., a flying switch was made and the car thrown against the balance of train at a speed of 10 miles an hour, slightly injuring Clerk Robert McCloskey. No mail lost or damaged.

December 5.—Charleston and Jacksonville R. P. O., train 32, and Charlotte, Savannah and Jacksonville R. P. O., train 34 (both R. P. O.'s running on same train), were wrecked near Waycross, Ga., at 10.45 a. m., caused by trestle giving way. Mail car in Charleston and Jacksonville R. P. O. passed over safely, but mail car of

the Charlotte, Savannah and Jacksonville R. P. O. went down with the wreck. Clerk S. F. Coakley, of the latter R. P. O., received slight injuries. No mail lost or damaged. Delayed twelve hours.

December 5.—St. Louis and Texarkana R. P. O., train 3, collided with another train at 6.55 p. m. near Malvern, Ark., badly damaging the postal car and painfully injuring Clerks Benjamin D. Lydick, jr., James M. Foster, Addison A. Hunter, and Joseph F. Gordon. No damage or loss to mail.

December 5.—Spartanburg and Augusta R. P. O., train 1, was wrecked at Verdery, S. C., at 12.20 p. m., by colliding with freight cars on side track, slightly injuring Clerk B. W. Nanace. No mail lost or damaged. Delayed four hours.

December 5.—Sanford and Trilby R. P. O., train 24, was wrecked at Clarcona, Fla., at 10.10 a. m., caused by freight car jumping the track. Clerk J. W. Spear slightly injured. No damage to mail. Delayed six hours.

December 6.—Pocatello and Portland R. P. O., train 2, was wrecked near Celilo, Oreg., at 1 p. m. by being thrown from the track on a curve by a nut placed on the track by unknown parties, telescoping the mail car and painfully injuring Clerk Grant Halibaugh. A small quantity of letter mail was damaged by oil and water. Delayed eighteen hours.

December 7.—Chicago and Kansas City R. P. O., train 7. As this train was being backed to take water at Mendota, Ill., it struck a freight train and the shock of the collision knocked the letter case out of position, scattering the letter mail over the car and slightly injuring Clerks E. S. Collier and W. B. Wolfe. No mail was lost or damaged.

December 7.—Waldo and Cedar Keys R. P. O., train 16, was wrecked near Cedar Keys, Fla., at 5.12 a. m., caused by track giving way. Mail car was thrown into the ditch, but clerk escaped injury. A few letters were damaged by oil but none lost. Delayed eight hours.

December 8.—Atlanta and Savannah R. P. O., train 3, was wrecked at 3.35 a. m. in the city limits of Macon, Ga., caused by derailling of train at switch. Mail car rolled down an embankment. Both the mail and car were totally destroyed by fire. Clerk F. A. Stafford was painfully injured.

December 9.—New York and Washington R. P. O., train 23. Mail wagon, when backing in to the car at Jersey City, N. J., at 7.50 p. m., broke a connecting pipe of the gas tank under the car, and when a railroad employee investigated the leak an explosion resulted, setting fire to both the car and wagon. No mail in the postal car was lost or damaged. A considerable amount of both letter and paper mail which was in the wagon was totally destroyed before the fire was extinguished. Clerks E. A. Chamberlin and F. M. Haines were slightly injured.

December 10.—Fort Worth and Brownwood R. P. O., train 1, was wrecked by the spreading of the rails and a defective switch at Dublin, Tex., at 3.40 p. m. Clerk William I. Keeling sustained slight injuries by jumping from the car when the accident occurred. No damage to either car or mail. Delayed one hour.

December 11.—Chicago, Milwaukee and North McGregor R. P. O., train 4, was wrecked near Stoughton, Wis., at 4.10 a. m., by colliding with the rear end of a freight train, badly damaging the postal car and slightly injuring Clerk Joseph C. Dunn. No damage or loss to mail. Delayed two and one-half hours.

December 13.—Beardstown and Shawneetown R. P. O., train 119. Clerk C. L. Patterson was severely injured while riding in the mail wagon from the post-office to depot at Shawneetown, Ill., by being thrown out and having his arm broken.

December 14.—Tracy and Huron R. P. O., train 10, was wrecked at Volga, S. Dak., at 9.45 a. m., by running into a broken switch, telescoping the mail car and slightly damaging the mail, which was transferred to another car. Substitute Clerk C. E. Winnegar received painful injuries. Delayed three hours.

December 15.—Independence and Owasso R. P. O., train 263, was wrecked while making the station stop at Bolton, Kans., at 2.35 p. m., by the sudden application of the air brakes, throwing the mail from the cases and painfully injuring Clerk Buell E. Russell. No mail lost or damaged.

December 16.—Chicago, Dubuque and Minneapolis R. P. O., train 6, was wrecked by a collision with a construction engine on the main track near Oelwein, Iowa, at 6.25 a. m., crushing both ends of apartment car and damaging several hundred letters by water, oil, and dirt. Clerk escaped injury. Delayed seven hours.

December 17.—Marion and Council Bluffs R. P. O., train 3, collided with a freight train near Potter, Iowa, at 9.30 a. m., while running at full speed, telescoping the postal car and instantly killing Clerk James E. Carpenter and slightly injuring Clerk William H. Van Zandt. The mail was recovered from the wreck without loss or particular damage. Delayed six hours.

December 19.—San Francisco, San Jose and Los Angeles R. P. O., train 10, collided

with express train 9 of the same line at Upland Railroad Station (n. o.), Cal., at 1 a. m. Apartment car on train 10 was thrown from the track upon its side and badly damaged, although clerks escaped injury and mail being only slightly damaged. Baggage car on train 9, which carried express mail, was burned, together with all mail. Train 10 delayed twelve hours.

December 21.—Quincy and Kansas City R. P. O., train 1. Clerk Ray B. Webster, while delivering mail at Milan, Mo., had his hand painfully injured by falling rack which had been jarred from its place by the quick setting of the air brake.

December 21.—Temple and San Angelo R. P. O., train 78, collided with two engines in the yards at Temple, Tex., at 4 a. m., slightly damaging the car and painfully injuring Clerk F. S. McDonald. No mail lost or damaged.

December 22.—New York and Washington R. P. O., train 77. Clerk William Brenner, jr., was painfully injured while transferring mail from the storage to the postal car in the yards at Jersey City, N. J., at 12.30 a. m. by falling between the cars.

December 24.—Memphis, Grenada and New Orleans R. P. O., train 1, was wrecked near Johnsons Station (n. o.), Miss., at 7 a. m., by running into the rear end of freight train. A few letters were damaged by oil, but clerk and car escaped injury. Delayed five hours.

December 25.—Clerk T. R. Moody, St. Joseph and Grand Island R. P. O., train 3, was painfully injured while at work in his car in the yards at St. Joseph, Mo., at 10.40 a. m., by the car being struck with great force by balance of train.

December 26.—Chicago, Monon and Cincinnati R. P. O., train 31, collided with freight train at Wyoming, Ohio, at 11.45 a. m., demolishing the front end of postal car. No mail lost or damaged. Clerk Charles S. Harper received painful injuries. Delayed two hours and forty minutes.

December 27.—Washington and Hamlet R. P. O., train 34, collided with a freight train at Fredericksburg, Va., at 8.57 a. m., slightly damaging the mail car and injuring Clerk W. H. King. No loss or damage to mail. Delayed two hours and thirty-three minutes.

December 27.—Columbus and Gauley Bridge R. P. O., train 1, collided with a freight train at Moxahala, Ohio, wrecking both engines and damaging mail apartment, and slightly injuring Clerk G. M. Einsel. No mail lost or damaged. Delayed four hours and forty-five minutes.

December 29.—Chesapeake and Ohio Railroad express train 9 was wrecked near Lynchburg, Va., at 7 p. m., by landslide, completely demolishing the combination car in which mails were being carried, and throwing the mails into the river, which resulted in almost a total loss.

December 31.—Richland and Buffalo R. P. O., train 114, ran into an open switch and collided with a freight train in the yards at Oswego, N. Y., at 6.40 a. m., severely injuring Clerk T. F. Cullinan. Car uninjured. No damage or loss to mail. Delayed one hour.

1902—January 1.—Baltimore and Pittsburg R. P. O., train 6, was wrecked near Glencoe, Pa., at 12 noon, the accident resulting from the derailment of the engine while rounding a sharp curve. The wreckage caught fire and the entire train was destroyed, including the greater part of the mail. Clerks Charles E. Young and D. J. Partello were seriously injured.

January 2.—Poplar Bluff and Helena R. P. O., train 9, was wrecked by an open switch at Vandalia, Ark., at 6.30 a. m., and the mail car and Clerk Winfred E. Johnson slightly injured. No loss or damage to the mail. Delayed three hours and forty-five minutes.

January 3.—New York and Pittsburg R. P. O., train 14, collided with the rear end of a freight train near Johnstown, Pa., at 9.35 p. m. Clerks W. J. Long and W. T. Roseberry were severely injured. There was no loss or damage to the mail. Delayed about twelve hours.

January 4.—Tama and Hawarden R. P. O. While the car of this train was being switched at Hawarden, Iowa, it was struck by other cars with such force as to throw and injure Clerk W. J. Savage.

January 5.—West Liberty and Council Bluffs R. P. O., train 25. While the engine was being coupled to the postal car at West Liberty, Iowa, at 12.25 a. m., the latter was struck with such force as to throw the letters from the cases and severely injure Clerk B. L. Allin.

January 7.—East Radford and Kenova R. P. O., train 4, was wrecked near Glenalum, W. Va., at 6.40 a. m., by collision with a freight train. The mail car and mail was entirely destroyed by fire. Clerk M. T. Roberts was severely injured.

January 7.—Washington and Hinton R. P. O. While making the exchange of mail at Fisherville, Va., Clerk W. E. Dickinson was painfully injured, the accident being caused by an obstruction striking the cinder guard, the glass from which cut his face and eyes.

January 8.—Fairmont and Pickens R. P. O., train 6, ran into an open switch and collided with a freight train at Shinnston, W. Va., 3.05 p. m. The mail apartment was demolished, a portion of the mail damaged, and Clerk J. B. Fisher slightly injured. Delayed two hours and forty minutes.

January 9.—Memphis and New Orleans R. P. O., train 5, collided with a freight train at Hamburg, Miss., 4.05 a. m. Clerk J. H. Denson was slightly injured. No loss or damage to the mail. Delayed six hours and twenty-five minutes.

January 11.—Wilkesbarre, Ricketts and Towanda R. P. O., train 504, collided with an ice train at Ganoga Lake, Pa., at 10.20 a. m. The mail car was damaged and Clerk B. B. Stone seriously injured. No mail was lost or damaged. Delayed one hour.

January 11.—Clarksdale and Jackson R. P. O., train 323, collided with a freight train at Asylum, Miss., at 9 p. m., without injury to the clerk, but causing a slight damage to the mail. Delayed nine hours.

January 12.—Chicago, Richmond and Cincinnati R. P. O., train 19, was run into at the rear by a following train about 6 p. m., at Chicago, Ill. The postal car was damaged and Clerks C. E. Mains and Oliver Gaylor injured. There was no loss or damage to the mail. Delayed three hours and fifteen minutes.

January 14.—Memphis and New Orleans R. P. O., train 26, was derailed near Boyle, Miss., at 11.40 a. m. A portion of the mail was damaged, but the clerk escaped injury. Delayed four hours.

January 17.—St. Louis and Texarkana R. P. O., train 5, collided with a freight train near Hogan, Mo., about 12.30 a. m. The postal car telescoped by the tender and Clerks U. E. Sims, George B. Dent, Frank J. Moore, K. L. Monteith, John W. Reilly, and H. T. Burke (acting clerk) injured. No mail was lost or destroyed. Delayed about eight hours.

January 17.—Buffalo and Cincinnati R. P. O., train 18, collided with an engine in the yards at Columbus, Ohio, at 6.30 p. m., without injury to the clerks or loss or damage to the mail. The mail car was somewhat damaged. Delayed five hours and forty-five minutes.

January 18.—New York and Grafton R. P. O., train 12. While descending a heavy grade at Piedmont, W. Va., 9.27 p. m., the postal car, which was attached to the rear of the train, became detached and afterwards collided with the train, damaging the car and mail and severely injuring Clerks K. Carrico and W. J. Faith. Delayed four hours.

January 18.—Dover and Brewton R. P. O., train 9, was wrecked near Register, Ga., at 6 p. m., the accident being caused by an open switch. The mail car was overturned, the paper mail damaged, and Clerk M. E. Blackburn severely injured. Delayed twelve hours.

January 20.—Kansas City and Lajunta R. P. O., train 7, collided with an express train (No. 6) near Coolidge, Kans., at 4.15 a. m. The postal car was partly demolished and Clerks W. G. Fordyce and M. Brenneman severely injured. A small portion of the letter mail in former train was lost and all of the mail being carried on the latter train.

January 21.—Toledo, Thurston and Columbus R. P. O., train 5, collided with a freight train at Clemons Station, Ohio, at 9.15 a. m. The mail car was slightly damaged and Clerk L. D. Austin severely injured. No mail was lost or damaged. Delayed about two hours.

January 21.—Louisville and Knoxville R. P. O., train 25, ran into the rear end of a freight train in the Corbin, Ky., yards at 3.40 a. m. Clerk Otis Russell was severely injured, but there was no damage to the car or mail. Delayed one hour.

January 22.—Benjamin C. Rhodes, Erie and Pittsburgh R. P. O., train 234, was seriously injured at Rochester, Pa., while on duty visiting the depot letter box, by being struck by a truck which was hit by a train passing the platform.

January 25.—St. Paul and Spokane R. P. O., train 12, was run into by a freight train in the yards at Logan, Mont., about 4.40 a. m. Clerk C. W. Otis was slightly injured. No mail was lost or damaged. Delayed five hours and forty-five minutes.

January 30.—Corpus Christi and Laredo R. P. O., train 1. The mail car was derailed and ditched near Corpus Christi, Tex., at 9.30 p. m., slightly injuring Clerk D. M. Burney. A portion of the mail was damaged. Delayed three hours.

January 30.—Pittsburg and Chicago R. P. O., train 39, ran into an open switch in the yards at Fort Wayne, Ind., at 1.35 p. m., and collided with an engine standing on a side track. The mail car was so badly damaged as to compel its abandonment. Clerk Grant Souder was seriously injured. Delayed one hour.

January 30.—Monett and Oklahoma R. P. O., train 407, ran into the rear end of a freight train at Bristol, Ind., at 3.35 p. m. Clerk George H. Morrow was slightly injured and a portion of the mail damaged. Delayed one hour and thirty minutes.

January 31.—Chicago and St. Louis R. P. O., train 3, while running at a very high

rate of speed, was derailed near Pontiac, Ill., at 1.45 p. m., and the postal car thrown down an embankment. The five clerks on duty were slightly injured and there was some damage to the mail.

February 2.—Clerk Chas. L. Cully, Sedalia and Denison R. P. O., train 6, while catching the mail at Wasson, Ind. T., sustained severe injuries to his right eye by broken glass from cinder guard.

February 2.—Hamlet and Jacksonville R. P. O., train 66, was wrecked by head-end collision with freight train near Limerick, Ga., at 11.12 p. m., completely demolishing the mail-apartment car and killing Clerk J. Aubrey Rice. The mail was slightly damaged, but it is thought that none was lost. Delayed twenty-four hours.

February 4.—Leavenworth and Miltonvale R. P. O., train 45, was wrecked near Leonardville, Kans., at 11.50 a. m., by running into a snow drift, throwing the mail car down an embankment and damaging the mail by oil and water. Clerk J. Henry Ortman received slight injuries.

February 5.—Texarkana and Gatesville R. P. O., train 2, collided with a freight train near Pritchett, Tex., at 3.12 a. m., damaging the mail car and slightly injuring Clerk Alexander Barclay. Mail slightly damaged, but none lost or destroyed. Delayed two hours and forty-five minutes.

February 5.—Hazleton and Sunbury R. P. O., train 30, collided with a freight train near Riverside, Pa., at 10.13 a. m., slightly damaging the mail with oil, slight injury to car and no injury to clerk. Delayed three hours.

February 5.—Butler and Madison R. P. O., train 350, was wrecked at Ward (n. o.), Mo., at 11.45 a. m., by colliding with some coal cars on the main track, without resulting injury to car or damage or loss to mail. Clerk R. E. Holloway received slight injuries.

February 5.—Chicago and Cincinnati R. P. O., train 34. While the postal cars were being attached to rear of train on account of broken steam hose, near Lafayette, Ind., at 1 a. m., the second section crashed into them, completely wrecking the cars and severely injuring Clerk Walter Kerr. No mail lost or damaged. Delayed eight and one-half hours.

February 7.—Chicago, Fort Madison and Kansas City R. P. O., train 3, collided with two locomotives on the main track at Chillicothe, Ill., at 11.20 p. m., damaging the postal car and slightly damaging the mail, but none was lost. Clerks escaped injury.

February 8.—Clerk Charles W. Chandler, registry transfer clerk at Chicago, Ill., was severely injured by slipping from the footboard of mail wagon and falling to the pavement.

February 12.—Brunswick and Albany R. P. O., train 92, was wrecked near Albany, Ga., at 2.56 p. m., by a defective frog throwing the mail car on its side and seriously injuring Clerk T. G. Hadden. Mail slightly damaged but none lost. Delayed eleven hours.

February 13.—Spokane and Pendleton R. P. O., train 7, and Spokane and Umatilla R. P. O., train 4, met in head-end collision at Rockford, Wash., at 8.55 a. m., caused by an open switch, slightly injuring Clerks A. S. Heatfield and Samuel E. Peckham. Both mail cars were damaged to such an extent that they were abandoned. Train 7 delayed two hours. Train 4 delayed one hour and forty minutes. No mail lost or destroyed.

February 13.—Pittsburg and Toledo R. P. O., train 405, was derailed between Helena and Millersburg, Ohio, about 5 a. m., by a broken rail, badly damaging the mail car and severely injuring Clerks Paul Kearney and P. J. Grizez. A small quantity of mail was damaged by oil and water, but it is thought none was lost.

February 14.—Clerk Allen J. McGill, Boston, Springfield and New York R. P. O., train 284, was severely injured by being thrown against end of car while train was being made up in the railroad yard at New York, N. Y., due to brakes failing to operate.

February 15.—St. Louis and Monett R. P. O., train 1, was wrecked near Lebanon, Mo., at 4 p. m., by colliding with the rear end of freight train. The letter mail was thrown from the cases and slightly damaged by water, but it is thought that none was lost. Clerks escaped injury. Delayed two hours.

February 17.—Little Rock and Alexandria R. P. O., train 226, was derailed near Lincecum, La., at 6.30 p. m., the accident being caused by defective track. No damage to car. Slight damage to mail by oil. Clerk H. B. Vaughn slightly injured. Delayed eight hours and thirty-five minutes.

February 18.—Clerk O. H. Swift, Danbury and South Norwalk R. P. O., train 1628, was severely injured at South Norwalk by being violently thrown upon the floor of car while train was being made up. The accident was caused by the cars coming together with much force in coupling.

February 18.—Pittsburg and Chicago R. P. O., train 41. Clerk H. J. Haldeman was severely injured while at work in his car in the Union Depot at Pittsburg, Pa., by being violently thrown against the table, the accident being caused by the postal car being struck by other cars.

February 19.—Clerk R. M. Collier, San Francisco, San Jose and Los Angeles R. P. O., train 2, received severe injuries by being thrown from mail wagon between Ferry Station, San Francisco, Cal., and depot.

February 20.—Pittsburg and Chicago R. P. O., train 25. While the letter and paper cars of this train were in the Pittsburg, Pa., yards, at 6.45 p. m., a cut of cars being switched, ran into them, badly damaging the cars and severely injuring Clerk E. O. Stouffer, throwing the mail from the cases, but it is thought that none was lost. Delayed one hour and twenty minutes.

February 20.—Rumford Falls and Lewiston R. P. O., train 2, was wrecked at 9.45 a. m., near Poland, Me. The accident was due to the locomotive breaking loose, derailling the whole train, ditching and badly damaging the postal car. No mail was lost or damaged. Clerk Stanislas Levesque received severe injuries. Delayed two hours and thirty minutes.

February 21.—Mackinaw and Richmond R. P. O., train 3, was derailed near Berne, Ind., at 2.50 p. m. Mail car was ditched and mail somewhat damaged by oil but none lost. Clerk Bolinger received slight injuries. Delayed nine hours.

February 24.—Havre and Spokane R. P. O., train 3, was wrecked near Scotia, Wash., at 5.30 a. m., the wreck being caused by train striking landslide on a sharp curve, derailling and badly damaging the mail car and seriously injuring Clerk John E. Thwaites. The mail was scattered about the car and slightly soiled, but it is thought that none was lost. Delayed eight hours and fifty minutes.

February 25.—Texarkana and El Paso R. P. O., train 3, collided with freight train, head on, near Mingus, Tex., at 12.22 p. m., badly damaging the postal car, but without loss or damage to mail, Clerk Oscar Roberts receiving slight injuries. Delayed about six hours.

February 25.—New York, Geneva and Buffalo R. P. O., train 4, collision with train at Newport (n. o.), Pa., at 3.44 p. m., slightly damaging the car and severely injuring Clerk A. H. Wickert. No damage or loss to mail. Delayed nine hours and forty-five minutes.

February 27.—Atlanta, Fayetteville and Columbus R. P. O., train 22, was wrecked near Zetella, Ga., at 10.30 p. m., the accident being caused by train breaking through trestle which had been undermined by a sudden flood, and precipitating the engine, mail and baggage cars into the stream. Clerk Leo G. Murray was killed, supposed to have been drowned, as the water was about 20 feet deep, and the mail car completely submerged. A portion of the mail was destroyed.

February 27.—Fairland and Martinsville R. P. O., train 307. Clerk T. A. Kennedy was severely injured while at work in his car at Fairland, Ind., at 8.30 a. m., by being violently thrown against the side of car by engine being backed into it with great force.

February 28.—Chicago and Minneapolis R. P. O. train 57, and Chicago and Minneapolis R. P. O., train 56, collided, while train 56 was taking the siding at Lake George (n. o.), Wis., the accident being caused by the engineer of train 57 not having his train under control. Clerks, mail, and car on train 57 escaped injury. Delayed about four hours. Clerks Keifer and Dean, in train 56, slightly injured, one of the postal cars being badly damaged, and mail slightly damaged by oil and dirt. Train 56 delayed about three and one-half hours.

March 2.—Charlotte and Atlanta R. P. O., train 35, was wrecked by head-end collision with freight train at Chick Springs, S. C., at 3 a. m., the accident being caused by a misplaced switch. Clerks J. P. Blodgett and S. H. Hape received severe injuries. No mail lost or damaged. Delayed one hour and thirty minutes.

March 5.—Boston, Springfield and New York R. P. O., train 12, ran into an engine with snow plow attached at Jamesville, Mass., at 9.30 p. m., slightly injuring Clerk C. F. Case. No damage or loss to mail. Delayed two hours and thirty-five minutes.

March 6.—Memphis and Sayre R. P. O., train 1, was derailed near Bridgeport, Okla., at 6.52 a. m., due to trestle being burned out and track giving way when engine passed over, badly damaging the mail car and severely injuring Clerks William Goodrich and James T. Thompson. The letter mail was slightly damaged but none was lost. Delayed seven hours.

March 7.—Morristown and Corryton R. P. O., train 1, was derailed near Highland Springs, Tenn., at 8 a. m., from some unknown cause, telescoping the mail car and badly damaging same, and severely injuring Clerk C. P. Howard. No mail was lost or damaged. Delayed five hours.

March 7.—Houston and El Paso R. P. O., train 9, was wrecked near Maxon (n. o.),

Texas, at 3.30 a. m., by train leaving the track on making a sharp curve. The entire train, together with the mail car and all of the mail, was burned, and Clerk W. F. Lippold was severely injured.

March 9.—New Orleans and Houston R. P. O., train 7, Clerk J. A. St. Germain was slightly injured by being thrown from the car by the steps giving way as the train approached Beaumont, Tex., at 7 a. m.

March 11.—Washington and Harrisonburg R. P. O., train 14, was wrecked near Manassas, Va., at 10.30 p. m., by colliding with freight cars on main track, badly wrecking the mail car, but fortunately the clerk escaped injury. A number of letters were damaged by water, but it is thought that no mail was lost. Delayed three hours and twenty-three minutes.

March 14.—Cleveland, Fort Wayne and Chicago R. P. O., train 1, ran into an open switch near Knox, Ind., at 2.50 p. m., colliding with freight cars on the side-track, and severely injuring Clerk William Broa, and slightly damaging the mail.

March 17.—Chicago, Richmond and Cincinnati R. P. O., train 6, was derailed at switch at Logansport, Ind., at 1.55 a. m. The mail car was turned over and badly broken up. Mail was slightly damaged by water but none lost. Clerks escaped injury.

March 17.—Butler and Madison R. P. O., train 348, was wrecked at 7.35 p. m., at Crotty, Kans., by the head section of train colliding with the mail car, and severely injuring Clerk R. E. Holloway. No mail lost or damaged.

March 20.—Clerk Paul V. Alpiser, St. Louis and Texarkana R. P. O., train 1, was severely injured by being thrown against rack in his car by sudden stopping of train after it had pulled out of depot at Baldknob, Ark.

March 21.—Lenoir and Lancaster R. P. O., train 10, was wrecked at Chester, S. C., at 5.40 a. m., by running into some box cars in railroad yard. A few letters were damaged by oil but no mail lost. No injury to clerk or car. Delayed one hour and thirty-five minutes.

March 22.—Pittsburg and New Haven R. P. O., train 126, was derailed near Smith-ton, Pa., at 9.22 a. m., slightly injuring Clerk W. L. Smith. The mail car was damaged, but no mail was lost or destroyed.

March 23.—Washington and Charlotte R. P. O., train 38, was wrecked by running into a landslide near Coveville, Va., at 4.30 a. m. The two postal cars were broken up and thrown across the engine and entirely destroyed by fire, together with all the mail, and severely injuring Clerks R. S. Walter, A. L. Holten, R. N. Jefferson, C. R. Cover, E. L. Loving, D. P. Wine, J. L. Schindel, J. F. Stikeleather, and H. N. Link.

March 24.—Des Moines and Hawarden, R. P. O., train 6, collided with a freight engine in the yards at Woolstock, Iowa, at 3.55 p. m., slightly injuring Clerk G. W. Welch. No loss or damage to mail. Delayed one hour.

March 26.—Memphis and New Orleans R. P. O., train 6, was wrecked near Lorman, Miss., at 11 p. m., the accident being caused by wash-out. The mail car was thrown into ditch and a large amount of mail was badly damaged by water, but it is thought that none was lost. Clerk B. H. Flake seriously injured. Delayed twenty-four hours.

March 27.—Elmira and Baltimore R. P. O., train 10, collided with a freight train in the depot at Harrisburg, Pa., at 6.10 a. m. No damage to mail. No injury to clerk or car. Delayed twenty minutes.

March 27.—New York and Washington R. P. O., train 66, was wrecked at Edgemoor, Del., at 2.05 a. m., by running into a freight train which was coming out of the siding onto the main track, damaging one of the postal cars and severely injuring Clerks P. J. McDonnell, L. P. Baker, J. J. Lane and M. F. Manning. No mail lost or destroyed. Delayed two hours.

March 30.—Baltimore and Pittsburg R. P. O., train 9, collided with a freight train at Castleman, Pa., at 3.20 a. m., partly demolishing the postal car and slightly injuring Clerks J. C. Hunter and J. H. Gates. No mail lost or destroyed. Delayed two hours and fifty minutes.

March 31.—Memphis and Texarkana R. P. O., train 2, was wrecked from unknown cause near New Lewisville, Ark., at 9 a. m. The mail car was turned over and the mail thrown from the case and damaged by oil and water, but none lost. Clerk Henry S. Skinner, jr., received severe injuries. Delayed twelve hours.

April 1.—Ashland and St. Paul R. P. O., train 63, was wrecked at Turtle Lake, Wis., at 7.59 p. m., by being struck by the engine of a freight train. The mail car was completely demolished, and caught fire, but it is thought that all the mail was saved. Clerk William Aberg received severe injuries.

April 2.—Gurden and Winnfield R. P. O., train 13-1, was derailed by a broken brake beam near Dubach, La., at 4 p. m. The mail was slightly damaged by water but none destroyed. No injury to clerk or car. Delayed thirty minutes.

April 3.—Baltimore and Pittsburg R. P. O., train 9, was wrecked by colliding with an engine near Fairhope, Pa., at 1.55 a. m. No damage to car. No mail lost or destroyed. Clerks J. S. Weakland and J. U. Bell were slightly injured. Delayed five hours.

April 5.—Chicago, Fort Madison and Kansas City R. P. O., train 7, was derailed near Marcelline, Mo., at 11.50 a. m., the accident being caused by the locomotive leaving the rails. The postal car was considerably damaged, and Clerks John M. Sipe, Frank E. Atherton and Charles E. Watson received slight injuries. No loss or damage to mails. Delayed twelve hours and thirty minutes.

April 6.—Siloam Springs and Shreveport R. P. O., train 2, was wrecked by running into a tree which had fallen across the track near Hudson, Ark., at 8.45 p. m., badly wrecking the mail car and slightly injuring Mail Weigher W. J. Baird. No mail lost or damaged. Delayed twelve hours.

April 7.—Kansas City and Caldwell R. P. O., train 1. The Baker heater in the postal car exploded. A small quantity of mail was damaged by fire and water. Clerks escaped injury. Delayed twenty minutes.

April 7.—Spokane and Seattle R. P. O., train 4, was wrecked at Winchester (n. o.), Wash., at 4.45 a. m., by running into a box car. The mail car was considerably damaged, but no mail was lost or destroyed. Clerks escaped injury. Delayed fourteen hours.

April 7.—Boston, Providence and New York R. P. O., train 12, was wrecked in the Grand Central Station, New York, N. Y., at 4.50 a. m., by colliding with express car which was being switched to train, the accident being caused by brakes failing to hold. The postal car was badly damaged and Clerk Holley M. Fowler severely injured. Delayed twenty-five minutes.

April 8.—Denison and Houston R. P. O., train 1, was wrecked at Bryan, Tex., at 10.15 a. m., by running into an open switch and colliding with freight cars, slightly injuring Clerk John W. Jones. No mail damaged or lost. No injury to clerk. Delayed one hour.

April 8.—Havre and Spokane R. P. O., train 4, was wrecked near Belton, Mont., at 3 p. m., the accident being caused by the spreading of the rails. The mail car was thrown down an embankment and completely wrecked. Clerk Bert E. Schoonmaker and Mail Weigher William J. Glendenin were severely injured. A large amount of mail was damaged by oil and water, but it is thought that none was lost. Delayed thirteen hours.

April 8.—Cleveland and St. Louis R. P. O., train 2, was wrecked in the railroad yards at Cleveland, Ohio, at 10 p. m., by a washout. The postal car was telescoped and completely demolished. Clerks H. C. Banes and A. R. Edmunds were seriously injured. A large quantity of mail was damaged and lost.

April 10.—St. Louis and Council Bluffs R. P. O., train 14, was derailed near Gallatin, Mo., at 11.25 p. m., by striking a horse, badly damaging the mail car. Clerks R. A. Daniels and Neri H. Turney were severely injured. No mail was lost or destroyed. Delayed eight hours.

April 11.—Kansas City and Coffeyville R. P. O., train 112, was wrecked in the yards at Kansas City, Mo., at 8.15 p. m., by colliding with a switch engine, slightly injuring Mail Weigher F. T. Kerchival. No loss or damage to mail. Delayed one hour.

April 11.—Denison and Houston R. P. O., train 6, was wrecked near the depot, Houston, Tex., at 6.06 a. m., by colliding with a switch engine, damaging the mail car and slightly injuring Clerk William P. Rhodes. No mail lost or destroyed. Delayed one hour.

April 12.—Memphis, Grenada and New Orleans R. P. O., train 2, was wrecked in the yards at Memphis, Tenn., at 7.10 a. m., by colliding with a switch engine, slightly injuring clerks W. H. Chandler and W. S. Bobo. No damage to mail. Delayed two hours and thirty minutes.

April 14.—St. Paul and Spokane R. P. O., train 12, was wrecked near Terry, Mont., at 3.10 p. m., the accident being caused by train going through a burned culvert. The mail car was thrown upon its side and slid along the rails several hundred feet, and took fire immediately from friction, and was completely destroyed by fire, together with all the mail. Clerk E. G. Allison was seriously injured and stunned, and was only saved from death by the heroic act of Mail Weigher Frank Teeple, who, although having been injured himself, pulled Mr. Allison out of the storage end door of the car, thereby saving his life. (Mr. Teeple was officially commended.)

April 15.—Havre and Spokane R. P. O., train 4, was wrecked near Milan, Wash., at 11 a. m., the accident being caused by the spreading of the rails. The mail car was completely demolished, and several hundred letters were damaged by oil and water, but it is thought that none were lost. Clerk Herbert W. Blanchard and Mail Weigher A. E. Johnson were seriously injured. Delayed fourteen hours.

April 15.—Chicago, Fort Madison and Kansas City R. P. O., train 8, was wrecked at the railroad crossing, Sheffield, Mo., at 8.20 a. m., the accident being caused by the derailling switch having been left open, causing the train to leave the track. The postal car was overturned and damaged. No mail lost or destroyed. Clerks C. E. Fulton and Richard C. Whiteman were slightly injured. Delayed two hours.

April 17.—Gurdon and Winnfield R. P. O., train 1, was wrecked near Jonesboro, Ia., at 2.35 a. m., the accident being caused by bad track. The mail car was derailed and badly damaged. Clerk George M. Starnes received slight injuries. No mail lost or destroyed. Delayed eighteen hours.

April 20.—Houston and Taylor R. P. O., train 5, Clerk David O. Folk was severely injured by the letter case falling on him, as the train rounded a curve at high speed near Lagrange, Tex.

April 20.—St. Paul and Spokane R. P. O., train 11, was wrecked by a head-end collision with a freight train near Watab, Minn., at 12.20 p. m. The letter mail was thrown from the cases and slightly soiled, but none lost. Clerk J. M. Tausch was slightly injured. Delayed eight hours.

April 21.—Texarkana and El Paso R. P. O., train 3, was wrecked by going through a bridge at Gladewater, Tex., at 5.30 a. m. The postal car was badly damaged and the mail was damaged by oil, but none destroyed. Clerk W. M. Swift and Mail Weigher W. R. Crump received slight injuries. Delayed about six hours.

April 25.—Port Huron and Chicago R. P. O., train 6, was wrecked near Haskells, Ind., at 10.25 p. m., by colliding with a freight car on the main track, telescoping the postal car, which landed about 20 feet from the track, slightly injuring Clerks J. Kelly, F. B. Winslow, H. A. Walker, and H. J. Larson. No mail lost or destroyed. Delayed ten hours.

April 25.—Clerk J. H. Thompson, Salina and Oakley R. P. O., train 82, was injured about 2.50 a. m. by the car door blowing shut and mashing the fingers of his right hand.

April 26.—Sanford and Trilby R. P. O., train 24, was wrecked near Mascott, Fla., at 5.30 p. m.; cause unknown. The mail car was turned over in ditch and badly damaged. A considerable quantity of mail was damaged, but none was lost. Clerk J. W. Spear severely injured.

April 26.—Buffalo and Pittsburg R. P. O., train 13, was in collision with another train in the Pittsburg, Pa., yard at 6 a. m. No damage to mail or car. Clerk W. F. Hough severely injured.

April 29.—Chicago, Fort Madison and Kansas City R. P. O., train 4, was derailed between Medill and Wyaconda, Mo., at 8.47 a. m. The cause of the accident is supposed to have been either the spreading of the rails or to obstruction placed on the track. The train was running at a high rate of speed and the mail car was thrown headlong down an embankment and badly wrecked. Clerks William J. Runkle, John F. Davis, and Oliver F. Griffin were severely injured. The mail was badly damaged by oil and water, but it is thought that none was lost.

April 29.—Fort Worth and Galveston R. P. O., train 17, collided with a switch engine in the yards at Bellville, Tex., at 6.40 a. m. The mail car was slightly damaged. No injury to clerk. Mail was slightly damaged by oil and water, but none lost. Delayed two hours and ten minutes.

April 30.—Wichita and Dallas R. P. O., train 17, was wrecked near Wichita Falls, Tex., at 10.45 p. m., by colliding with box cars on main track. Mail car badly damaged and Clerk S. A. Stewart severely injured. No mail lost or destroyed. Delayed one hour and fifteen minutes.

May 2.—New York and Chicago R. P. O., train 3, collided with a freight train near Clyde, N. Y., at 4.30 p. m. One of the postal cars was badly wrecked, but no mail was lost or destroyed. Clerks J. W. Shepard, E. R. Force, R. J. Mills, L. E. Gibson, R. C. Baird, J. W. Emmert, C. A. Putnam, G. A. Ismert, J. A. Growney, G. T. Wright, A. Underhill, J. E. Pitts, and G. W. Hummer were injured. Delayed seven hours.

May 3.—Jacksonville and Pensacola R. P. O., train 27, was wrecked near Jacksonville, Fla., at 9 a. m., which was caused by the derailment of the engine. The mail car was overturned and Clerk R. S. Mitchell painfully injured. There was no loss or damage to the mail. Delayed two hours and thirty minutes.

May 5.—Adrain and Fayette R. P. O., train 328, was wrecked near Fayette, Ohio, at 12.25 p. m., the accident being caused by the train breaking in two. Clerk G. C. Hall was slightly injured. No mail lost or damaged.

May 6.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 10, ran into the rear of express train 6 at Ashton, Ill., at 5 a. m., slightly injuring Clerk P. E. Erbes. No damage to the mail resulted. Delayed one hour and thirty minutes.

May 7.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 10, was wrecked

near Ames, Iowa, at 11.58 p. m., by a defective rail. The entire train was derailed and thrown into a ditch, slightly injuring Clerks J. Griffin, T. Kelly, Alex. Turk, A. Peters, G. N. Graves, E. R. Newcomer, and H. C. Robbins. A portion of the mail was damaged by water and by blood from the injured clerks. Delayed six hours and thirty minutes.

May 7.—Washington and Charlotte R. P. O., train 37, collided with the rear end of a freight train standing on the main track at Lawyers, Va., 7.15 a. m. The wreckage caught fire, and two postal cars and a large quantity of mail were destroyed. Clerks Rucker and Bingham were injured. Delayed about twelve hours.

May 12.—Albuquerque and El Paso R. P. O., train 22. While the train was being made up at Rincon, N. Mex., at 12.05 a. m., the postal car was struck with such violence as to throw Clerk S. B. Dinwiddie to the floor and severely injure him.

May 16.—Cumberland and Elkins R. P. O., train 3, collided with a freight train near Keyser, W. Va., at 4.03 p. m. Clerk A. S. Barnes was severely injured and the mail car slightly damaged. No loss or damage to the mail. Delayed five hours and forty minutes.

May 17.—Lincoln and Billings R. P. O., train 42, collided with a stock train near Hyannis, Nebr., at 2.55 a. m., the accident resulting from a misunderstanding of train orders. The postal car was badly wrecked and Clerks F. A. Livringhouse, W. B. Jacks, and O. C. Stanfield severely injured. There was some damage to the mail, but no loss.

May 21.—Port Huron and Chicago R. P. O., train 3, was derailed near Mishawaka, Ind., about 6.10 p. m., while running at a high rate of speed, the entire train leaving the track. The postal car was damaged, as was a portion of the mail, and Clerks C. J. Clark severely and C. B. Smith slightly injured. Delayed about twelve hours.

May 22.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 15. While the postal car was being switched in the yards at Chicago, Ill., at 12 noon, it ran against a baggage car with such force as to throw all the clerks to the floor and all letter mail out of the cases. Clerk C. E. Jones was severely injured.

May 24.—Jacksonville and Miami R. P. O., train 78, collided with another train at South Jacksonville, Fla., at 7.43 p. m. Clerk E. A. Kinney was painfully injured. No mail lost or damaged. Delayed fifty-five minutes.

May 26.—Spokane and Coulee City R. P. O., train 13, was wrecked near Deepcreek, Wash., at 3.20 p. m., the accident being caused by the derailment of the engine. The mail car was overturned, but the clerk escaped injury. A portion of the letter mail was damaged by oil. Delayed eight hours and forty-five minutes.

May 26.—Washington and Charleston R. P. O., train 32, was derailed in the yards at Richmond, Va., at 4.20 a. m., the cause of the accident being unknown. The postal car was overturned and badly damaged, but the clerks escaped injury. A portion of the mail was damaged by oil from the lamps. Delayed about three hours.

May 28.—St. Paul and Havre R. P. O., train 4, was wrecked near Ojata, N. Dak., at 4.15 a. m., the accident being caused by spreading rails. The postal car was overturned and landed on its side in a ditch of water, damaging a large quantity of mail. Clerks W. J. Hutsiniller was slightly and F. D. Heffron seriously injured.

May 29.—Denver and Clarendon R. P. O., train 2, was wrecked by spreading rails near Trinidad, Colo., at 8.15 p. m. The mail car was damaged and Clerk F. E. Hawley slightly injured. No loss or damage to mail. Delayed twenty-seven hours and thirty minutes.

May 29.—Nashville and Montgomery R. P. O., train 1, was wrecked at Oxmoor, Ala., 2.25 a. m., the accident being caused by the derailment of the engine. The postal car was completely wrecked, a large quantity of mail damaged, and Clerks C. L. Hughes and J. N. Chamberlin seriously and E. G. Johnson slightly injured.

June 1.—Chicago and Carbondale R. P. O., train 2, ran into an open switch near Sunfield, Ill., at 2.05 p. m., slightly injuring Clerk William B. Montgomery. No damage to car or mail. Delayed eight minutes.

June 1.—Denver and Grand Junction R. P. O., train 6, was wrecked at Glenwood Canon (n. o.), Colo., at 10.05 p. m., the accident being caused by the train running into a rock which had fallen upon the track. The mail car was thrown into the river and badly damaged. The mail was damaged by water, and all was recovered with the exception of a few pieces. Clerk escaped injury.

June 2.—Lancaster and Frederick R. P. O., train 402, collided with a passenger train at New Midway, Md., at 10.18 a. m., severely injuring Clerk C. B. Perkins. No damage to mail or car. Delayed four hours and forty-three minutes.

June 3.—San Francisco and Los Angeles R. P. O., train 25, was wrecked near Mojave, Cal., at 8.54 p. m., the accident being caused by collision with a runaway

engine, which telescoped the postal car. Clerks William C. McGregor, Frank Lorey, and William W. Weller were severely injured. A considerable quantity of mail was damaged by oil and water, and it is thought that a few letters were lost. Delayed ten and one-half hours.

June 3.—Portland and San Francisco R. P. O., train 15, was wrecked near Redding, Cal., at 11.50 p. m., the accident being caused by a misplaced switch. The mail car was demolished, but the mail escaped injury or loss. Clerk Frank L. Hammond received slight injuries.

June 5.—Jackson and Mobile R. P. O., train 1, was wrecked near De Soto, Miss., at 4.20 a. m., by running over a broken rail. The postal car rolled down an embankment and was badly damaged. Clerk J. H. McGehee received severe injuries. The mail was damaged by oil and water, but none lost. Delayed seven hours.

June 6.—Ogden and San Francisco R. P. O., train 18, was wrecked near Benicia, Cal., at 5.18 p. m., by collision with a work train. The mail car was demolished and a large quantity of mail damaged by water, but none lost. Clerk John King received severe injuries. Delayed five hours.

June 7.—Quincy and Kansas City R. P. O., train 1, was wrecked near Parkerton, Mo., at 1.43 p. m., by the train leaving the track from some unknown cause. The mail car and a small quantity of mail were damaged and Clerk Ray B. Webster severely injured. Delayed four hours and forty-five minutes.

June 11.—St. Louis, Louisiana and Kansas City R. P. O., train 26-11, while standing in the yards at Roodhouse, Ill., about 12.50 a. m., the mail car was struck by a switch engine and Clerk Edwin C. Warner received severe injuries by being violently thrown against the end of the car.

June 11.—Bureau and Peoria R. P. O., train 304, was wrecked near Peoria, Ill., at 2.55 a. m., the accident being caused by a heavy accumulation of sand on the rails due to heavy rains. The postal car was badly wrecked and Clerk Rudolph Steinborn slightly injured. No mail lost or destroyed. Delayed about eighteen hours.

June 12.—Siloam Springs and Shreveport R. P. O., train 2, ran into the rear end of a freight train standing on the main line near Stilwell, Ind. T., at 5.45 a. m. No damage to mail or car. Clerk James S. McDonald received severe injuries by jumping from car. Delayed five hours.

June 12.—Nashville and Atlanta R. P. O., train 1, and Pikeville and Chattanooga R. P. O., train 98, collided near Whiteside, Tenn., at 3.08 p. m. Both postal cars were completely demolished and Clerks J. T. Miller, E. W. Clark, R. L. Stover (of the former train), and J. W. Barker (of the latter train) seriously injured. These clerks narrowly escaped death from fire, being rescued from the debris of the burning wreckage by the uninjured passengers. A large quantity of mail was destroyed.

June 13.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 15, was derailed at Fulton, Ill., at 5.50 a. m., the accident being caused by an open switch. Clerk Dennis Mullaine was slightly injured. No loss or damage to the mail followed. Delayed three hours and fifteen minutes.

June 16.—Clerk Thomas J. Murphy, Philadelphia and Norfolk R. P. O., was injured while exchanging mail by catcher service at Bloxam, Va.

June 18.—St. Louis, Louisiana and Kansas City R. P. O., train 14, was derailed near Mexico, Mo., at 1.30 p. m. The entire train was overturned but no mail was lost or damaged and the clerk was but slightly injured. Delayed four hours and thirty minutes.

June 20.—St. Paul and Spokane R. P. O., trains 7 and 8, collided near Staples, Minn., at 1.50 a. m., the accident being caused by a misplaced switch. The postal car in the latter train was completely demolished and afterwards destroyed by fire which broke out immediately after the collision, and Clerks F. F. McBride seriously and P. J. Hendricks slightly injured. A large quantity of mail and equipment was destroyed. The postal car in the former train was damaged, but the clerks and mail escaped injury.

June 22.—Minneapolis and Council Bluffs R. P. O., train 2, was wrecked at Ashton, Iowa, at 1.40 a. m., the accident, it is thought, being due to a defective switch. Clerk Caleb J. Robinson was killed; Clerks J. K. Erskine and F. E. Weston seriously, and U. S. Thompson and Charles A. Hall slightly, injured. It is believed there was no loss to the mail.

June 25.—Chicago, Decatur and Quincy R. P. O. While at work in the car at Chicago, Ill., Clerk K. Maxwell was severely injured, the accident being caused by a switch engine violently striking the car.

June 26.—Sumner and Hampton R. P. O., train 91, was derailed near Clarksville, Iowa, at 9.40 a. m. The postal car was badly damaged and a quantity of mail damaged, but the clerk escaped injury. Delayed two hours.

June 28.—St. Louis and Monett R. P. O., train 5, was wrecked near Mincke Station,

Mo., about 9.30 p. m., the accident being caused by track being defective on account of a rock slide. The postal car was thrown down an embankment, overturned, and Clerks F. M. Shriver and A. C. Sims severely injured. No mail lost or damaged.

Total casualties.....	296	Seriously injured	88
Clerks killed.....	9	Slightly injured	302

J. M. Kendall, killed July 4, 1901.

E. C. McKimney, killed July 4, 1901.

O. G. McCullom, killed July 9, 1901.

Acting Clerk Alex. F. Jackson, killed September 5, 1901.

John T. Shearer, injured October 21, 1901; died November 9, 1901.

J. E. Carpenter, killed December 17, 1901.

J. Aubrey Rice, killed February 2, 1902.

Leo G. Murray, killed February 27, 1902.

Caleb J. Robinson, killed June 22, 1902.

REPORT

OF THE

SUPERINTENDENT OF FOREIGN MAILS

FOR THE

FISCAL YEAR ENDED JUNE 30, 1902.



REPORT OF THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 25, 1902.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1902.

From Statement A, immediately following, showing the weights of the mails dispatched by sea to foreign countries and the percentage dispatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards	548, 125, 704=	1, 208, 617
Other articles	4, 083, 426, 453=	9, 003, 955
Total		10, 212, 572

Of the foregoing, the mails for trans-Atlantic destinations comprised:

	Grams.	Pounds.	Per cent.
Letters and post cards	440, 914, 420=	972, 216, or	80. 44
Other articles	2, 582, 990, 964=	5, 695, 495, or	63. 25
Total		6, 667, 711	

Of the trans-Atlantic mails, the mails for Great Britain, Germany, and France, with all of which countries we have direct steamship communication, were made up as follows:

	Grams.	Pounds.	Per cent.
For Great Britain:			
Letters and post cards	145, 953, 492=	321, 827, or	33. 10
Other articles	1, 099, 971, 234=	2, 425, 437, or	42. 58
Total for Great Britain		2, 747, 264	
For Germany:			
Letters and post cards	68, 776, 272=	151, 652, or	15. 59
Other articles	513, 363, 657=	1, 131, 967, or	19. 87
Total for Germany		1, 283, 619	
For France:			
Letters and post cards	30, 943, 348=	68, 230, or	7. 01
Other articles	199, 041, 816=	438, 887, or	7. 70
Total for France		507, 117	

The weights of the mails for all trans-Atlantic destinations other than Great Britain, Germany, and France were:

	Grams.	Pounds.	Per cent.
Letters and post cards	195, 241, 308=	430, 507, or	44. 28
Other articles	770, 614, 257=	1, 699, 204, or	29. 83
Total for trans-Atlantic destinations other than Great Britain, Germany, and France		2, 129, 711	

A.—Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1902.

[Where the percentage is not stated it was ascertained, as regards the letter mails, to be less than one-half of 1 per cent.]

TRANS-ATLANTIC SERVICE.

Countries.	Letters and post cards.		Other articles.	
	Grams.	Per cent.	Grams.	Per cent.
Great Britain	145,953,492	33.10	1,099,971,234	42.58
Germany.....	68,776,272	15.60	513,363,857	19.87
Italy	53,807,234	12.20	86,671,898	3.35
Austria.....	39,008,211	8.85	105,919,249	4.10
France.....	30,943,848	7.02	199,041,816	7.70
Russia.....	25,108,240	5.69	65,821,071	2.54
Sweden.....	21,336,812	4.84	120,298,855	4.65
Norway.....	11,511,031	2.61	53,160,758	2.06
Switzerland.....	7,228,235	1.64	54,713,740	2.12
Netherlands.....	6,295,348	1.43	36,478,951	1.40
Denmark.....	5,947,065	1.35	30,460,825	1.11
Belgium.....	5,084,615	1.15	33,587,830	1.30
Spain.....	4,993,022	1.13	34,866,085	1.35
Turkey.....	4,366,375	.99	21,419,941	.83
South Africa.....	3,254,425	.74	53,240,240	2.06
India.....	2,791,810	.63	60,648,790	2.45
Greece.....	2,347,525	.53	5,547,249	.....
Azores.....	1,363,425	.....	2,134,560	.....
Portugal.....	797,935	.....	5,644,325	.....
Total.....	440,914,420	.....	2,582,990,964	.....
	= lbs. 972,216	.....	= lbs. 5,695,495	.....

MISCELLANEOUS AND TRANS-PACIFIC SERVICE.

WEST INDIES.				
Porto Rico	8,062,095	7.52	119,748,823	7.98
Other West India Islands.....	3,121,680	2.91	46,690,925	3.11
Cuba.....	2,967,766	2.77	21,607,811	1.44
Jamaica.....	2,213,670	2.06	28,355,495	1.89
Bermuda.....	1,676,730	1.56	15,542,360	1.04
Bahamas.....	897,329	.84	10,394,395	.70
Santo Domingo.....	762,400	.71	10,271,780	.69
Haiti.....	742,530	.69	11,150,205	.74
Turks Islands.....	93,370	.....	1,348,345	.....
CANADA AND MEXICO.				
Nova Scotia.....	7,621,372	7.11	54,261,506	3.62
British Columbia.....	1,945,549	1.81	18,336,017	1.22
Newfoundland.....	164,724	.....	3,302,337	.....
St. Pierre and Miquelon.....	72,440	.....	749,740	.....
Mexico.....	1,028,717	.95	18,012,619	1.20
CENTRAL AMERICA.				
Costa Rica.....	1,442,574	1.35	29,373,282	1.96
Guatemala.....	1,310,082	1.22	24,490,546	1.63
Nicaragua.....	1,232,541	1.14	22,385,430	1.49
Republic of Honduras.....	979,263	.91	19,861,083	1.33
Salvador.....	809,393	.76	19,030,182	1.27
British Honduras.....	584,395	.56	6,527,685	.....
SOUTH AMERICA.				
Colombia.....	2,943,061	2.75	44,270,790	2.95
Brazil.....	2,484,260	2.32	59,899,225	3.99
Peru.....	2,306,510	2.15	39,167,001	2.61
Argentina.....	2,105,285	1.96	51,827,465	3.46
Chile.....	1,784,521	1.66	50,868,672	3.39
Venezuela.....	1,547,260	1.44	30,944,365	2.06
Ecuador.....	1,205,895	1.12	20,338,768	1.36
Curaçao.....	561,685	.52	5,645,460	.....
Uruguay.....	425,155	.....	10,324,885	.69
Bolivia.....	358,745	.....	7,196,008	.....
Paraguay.....	53,170	.....	2,208,490	.....
British Guiana.....	50,260	.....	1,044,730	.....
Dutch Guiana.....	16,600	.....	200,580	.....
ASIA.				
Japan.....	14,843,560	13.84	127,000,988	8.47
To Manila.....	7,380,844	6.88	116,882,386	7.79
From Manila.....	6,065,524	5.66	15,848,779	1.06
Hongkong.....	4,256,805	3.97	14,323,095	.96
To United States postal agency, Shanghai.....	2,164,900	2.02	46,370,128	3.09
From United States postal agency, Shanghai.....	432,869	.....	2,702,336	.....
Korea.....	122,038	.....	2,786,538	.....
Singapore.....	21,421	.....	388,715	.....
Java.....	10,242	.....	85	.....
Siam.....	4,646	.....	1,644	.....

FOREIGN MAILS—WEIGHT OF MAILS DISPATCHED. 523

A.—Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries, etc.—Continued.

MISCELLANEOUS AND TRANS-PACIFIC SERVICE—Continued.

Countries.	Letters and post cards.		Other articles.	
	Grams.	Percent.	Grams.	Percent.
OCEANIA.				
Hawaii	8,894,673	8.30	190,396,138	12.69
The British Australasian colonies	8,512,390	7.94	167,780,292	11.18
Samoa	755,411	.70	7,677,084	.51
Tahiti	135,748		2,053,728	
Marquesas Islands	21,824		480,216	
New Caledonia	14,908		295,998	
Guam	2,238		53,971	
Marshall Islands	226		21,817	
Total	107,211,284		1,500,435,489	
= lbs. 236,401			= lbs. 3,308,460	
Aggregate	548,125,704		4,083,426,453	
= lbs. 1,208,617			= lbs. 9,008,955	

A comparison of the foregoing statement with a similar statement furnished with the report for last year shows the weights of the mails to have increased as follows, viz:

	1901.	1902.	Increase.	
	Pounds.	Pounds.	Pounds.	Per cent.
Trans-Atlantic:				
Letters and post cards	856,479	972,113	115,737	13.51
Other articles	5,073,364	5,696,495	622,131	12.26
Other destinations:				
Letters and post cards	229,969	236,401	6,432	2.79
Other articles	3,039,121	3,308,460	269,339	8.86
Aggregate:				
Letters and post cards	1,086,448	1,208,617	122,169	11.24
Other articles	8,112,485	9,008,955	891,470	10.98

The following statement (B) shows the weights of the mails conveyed and the amount of compensation received by each of the different lines of steamers, as well as which are of United States and which of foreign register; and statement C shows the weights of foreign closed mails forwarded from the United States by the different lines of steamers and the compensation paid to each line for their conveyance:

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries.

(a) Vessels of United States register not under contract receive \$1.60 per pound for letters and post cards and 8 cents per pound for other articles.

(b) Vessels of foreign register receive 5 francs per kilogram (about 44 cents per pound) for letters and post cards and 50 centimes per kilogram (about 4½ cents per pound) for other articles.

[2.205 pounds = 1 kilogram.]

TRANS-ATLANTIC SERVICE.

[The sailings are from New York except when otherwise stated.]

Name of line.	Letters.	Prints.	Compensation.
	Grams.	Grams.	
International Navigation Co. (contract service) a	181,474,527	974,080,728	\$662,184.00
International Navigation Co., Red Star b	2,858,446	22,364,187	4,916.54
International Navigation Co., from Philadelphia b	870	255	67
Cunard b	141,757,560	874,901,775	221,224.07
Cunard, from Boston b	243,060	1,720,985	400.63
North German Lloyd b	65,631,859	207,642,008	83,372.19

a United States register.

b Foreign register.

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries—Continued.

TRANS-ATLANTIC SERVICE—Continued.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Hamburg-American ^a	\$37,488,205	\$196,024,477	\$55,092.48
White Star ^a	85,159,617	177,108,067	51,019.96
Atlantic Transport ^a	6,397,752	43,241,557	10,846.64
Holland-America ^a	8,581,516	15,748,887	4,927.69
Holland-America to Netherlands direct ^b	80,185	127,885	163.90
Dominion, from Boston ^a	146,730	1,480,065	284.42
Anchor ^a	6,206	4,695	6.44
Scandinavian-American, Norway and Denmark direct ^a	985	1,875	1.08
General Trans-Atlantic, to France direct ^a	14,360,681	65,562,278	20,184.82
Prince, to the Azores direct ^a	910,560	1,833,590	1,007.38
Insular Navigation Co., to the Azores direct ^a	397,495	730,735	454.10
Italian Royal Mail, to the Azores and Italy direct ^a	59,290	77,140	64.66
Compania Trans-Atlantica Española, from Porto Rico to Spain direct ^a	458,087	822,985	527.26
Total.....	c 440,913,330	d 2,582,984,124	1,116,178.98

^a Foreign register.

^b Foreign register. Settled for in account of balances due foreign countries.

^c Equals 972,214 pounds.

^d Equals 5,695,480 pounds.

TRANS-PACIFIC SERVICE.

VESSELS OF UNITED STATES REGISTER.

[See note (a) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Pacific mail:					
San Francisco to Hongkong via Hawaii and Japan.....	8,342,959	18,369	125,272,433	276,222	\$43,465.69
United States postal agency Shanghai to San Francisco.....	449,453	991	2,117,530	4,669	10,025.52
Oceanic:					
San Francisco to Australian colonies (contract service).....	10,077,946	22,222	202,868,308	447,324	283,203.00
San Francisco to Tahiti and Marquesas Islands ^a	157,572	347	2,533,944	5,587	37,908.00
Pago Pago to Honolulu and San Francisco.....	221,788	489	290,629	641	833.74
Northern Pacific, Tacoma to Hongkong via Japan.....	993,028	2,189	14,734,572	32,489	6,102.57
Total.....	20,242,746	44,607	347,817,416	766,632	381,538.52

^a Compensation, \$1 a mile for 9 trips of 4,212 miles each, pursuant to an act of Congress approved March 3, 1901.

VESSELS OF FOREIGN REGISTER.

[See note (b) at the head of this statement.]

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Occidental and Oriental:			
San Francisco to Hongkong via Hawaii and Japan.....	8,415,020	119,431,745	\$19,645.66
United States postal agency, Shanghai to San Francisco.....	3,844,094	11,322,717	4,802.20
Oriental:			
San Francisco to Hongkong via Hawaii and Japan.....	7,330,562	95,502,547	16,289.99
United States postal agency, Shanghai to San Francisco.....	2,160,965	4,808,129	2,549.31
Nippon Yusen Kabushiki Kaisha: Seattle to Yokohama.....	978,276	12,494,266	2,149.73
Northern Pacific: Tacoma to Hongkong via Japan.....	796,812	8,622,587	1,601.00
Allen: Pago Pago to Apia.....	21,303	50,171	25.40
Williams, Dimond & Co.: San Francisco to Marshall Islands.....	226	21,317	2.28
Total.....	23,547,258 = lbs. 51,912	252,253,479 = lbs. 556,219	47,065.57

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries—Continued.

MISCELLANEOUS SERVICE.

VESSELS OF UNITED STATES REGISTER.

[See note (a) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	Grams.	Pounds.	Grams.	Pounds.	
New York and Cuba Mail:					
New York to Cuba (contract)	933,300	2,058	10,722,300	23,643	\$73,476.00
New York to Mexico (contract)	656,530	1,488	10,415,583	22,966	130,104.00
New York to Cuba (noncontract)	463,625	1,022	5,569,300	12,280	2,618.08
Panama Steamship Line: New York to Colon.	8,410,850	18,546	171,859,676	378,951	59,403.36
Red D (Boulton, Bliss & Dallett):					
New York to Porto Rico, Venezuela, and Dutch West Indies (contract service) ..	4,407,285	9,718	58,946,435	129,977	53,528.80
New York to Maracaibo, Venezuela (contract service)	288,360	635	7,192,780	15,860	15,280.20
New York to Porto Rico, Venezuela, and Dutch West Indies (noncontract service)	1,022,735	2,255	16,128,330	35,563	6,463.24
American Mail: Philadelphia and Boston to Jamaica (contract service)	1,264,105	2,787	16,731,155	36,892	122,109.34
Clyde: New York to Santo Domingo and Turks Islands	855,770	1,887	11,615,125	25,611	5,068.06
United Fruit:					
New Orleans to Republic of Honduras, Guatemala, Costa Rica, and Jamaica ..	1,431,239	3,155	27,113,713	59,786	9,832.28
Philadelphia to Jamaica	740	2	8,050	18	4.03
Morgan: New Orleans to Cuba	52,154	114	565,575	1,247	283.75
Bluefields: New Orleans to Nicaragua ..	106,324	234	2,002,912	4,416	728.43
Independent: New Orleans to Republic of Honduras	13,884	30	197,646	326	83.84
Pacific Mail: San Francisco to Panama ..	415,554	916	3,533,096	7,790	2,050.72
Pacific Coast:					
San Francisco to Mexico	96,749	213	1,028,683	2,268	522.78
San Francisco to British Columbia	50,472	111	1,536	3	43.96
Alaska, Seattle to British Columbia ..	401,243	885	11,126,705	24,534	307.51
Thompson Steamboat Company: Seattle to British Columbia ..	1,419,148	3,129	7,207,776	15,893	947.80
North American Mail: Port Townsend to British Columbia ..	56,124	124	.....	.....	59.10
Total	22,346,191	49,309	361,966,378	798,024	482,905.27

a Compensation 1 cent a letter.

MISCELLANEOUS SERVICE.

VESSELS OF FOREIGN REGISTER.

[See note (b) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	Grams.	Pounds.	Grams.	Pounds.	
Sloman's United States and Brazil: New York to Brazil	591,865		12,432,825		\$1,770.93
Lampart and Holt: New York to Brazil and La Plata	1,612,865		43,862,500		5,789.14
Knots Prince: New York to Brazil and La Plata	1,071,210		32,200,215		4,141.03
Norton: New York to La Plata	683,225		15,877,385		2,191.48
Houston: New York to La Plata	595,390		11,474,520		1,681.84
Booth: New York to West Indies and Brazil	702,675		10,358,545		1,677.68
Red Cross: New York to West Indies and Brazil	131,200		1,819,460		302.19
Quebec: New York to West Indies and Venezuela	1,865,795		27,445,820		4,449.01
Trinidad Shipping and Trading: New York to West Indies and Venezuela	775,995		13,916,220		2,091.76
New York and Demerara: New York to West Indies and Venezuela	196,485		2,931,850		472.52
Earn: Philadelphia to West Indies	88,970		1,437,921		224.61
Tweedie Trading: New York to West Indies	3,355		50,640		8.12
Quebec: New York to Bermuda	1,670,630		15,338,000		3,092.28
Red D: New York to Venezuela, Colombia, etc.	98,575		1,535,875		243.34
Atlas: New York to Haiti, Jamaica, Bahamas, etc.	2,620,685		40,670,485		6,463.66
Cameron: New York to Haiti and Bahamas	350,570		5,554,700		874.32
Royal Dutch West India Mail: New York to Haiti, West Indies, Venezuela, etc.	171,575		2,098,290		368.05
New York and Cuba Mail: New York to Bahamas ..	404,680		6,651,860		1,032.42
Bahamas Limited: New York to Bahamas	2,150		55,445		7.43
Peninsular and Occidental:					
Miami to Bahamas ..	430,209		3,150,070		719.18
Miami to Bahamas ..	20,260		264,456		45.07

a Settled for in account of balances due foreign countries.

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries—Continued.

MISCELLANEOUS SERVICE—Continued.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
New York and Cuba mail: New York to Cuba and Mexico ..	227,730	2,398,605	451.22
Munson's: New York to Cuba	5,800	11,925	6.75
Direct: New York to Mexico	21,045	696,970	87.47
Yucatan, Vera Cruz, and Tampico: New York to Mexico ..	4,245	20,745	6.10
Atlantic and Mexican Gulf: Mobile to Mexico	4,718	11,367	5.65
Herrera: Porto Rico to Cuba	317,617	636,127	367.88
Compañía Trans-Atlántica Española: Porto Rico to Cuba ..	43,331	78,605	49.40
Pinillos Yzquierdo & Co.: Porto Rico to Cuba	1,303	680	1.32
United Fruit: Philadelphia to Jamaica	39,420	490,920	85.41
Kerr: New York to Jamaica	8,750	96,445	17.75
Camors, McConnell & Co.: Mobile to Colombia	144,040	947,694	230.46
Orr & Laubenhelmer Co.: Mobile to British Honduras ^a ..	24,067	27,471	25.87
United Fruit: New Orleans to British Honduras ^a	545,419	6,229,450	1,127.47
Independent: New Orleans to British Honduras ^a	14,909	270,764	39.52
United Fruit: New Orleans and Mobile to Republic of Honduras, Costa Rica, Colombia, Nicaragua, and Guatemala ..	1,745,096	33,572,350	4,923.75
Independent: New Orleans to Guatemala and Republic of Honduras	154,008	3,165,048	454.05
Bluefields: New Orleans to Nicaragua	341,338	6,337,638	940.97
Dominion Atlantic Railway: Boston to Nova Scotia ^b ..	6,305,180	37,580,446	5,236.11
Canada Atlantic and Plant: Boston to Nova Scotia ^b ..	1,316,192	16,681,060	1,078.09
Red Cross: New York to Newfoundland	43,540	1,661,310	244.68
Allan: Philadelphia to Newfoundland	26,399	872,157	126.21
Pacific Steam Navigation Co.: San Francisco to Central and South America	47,700	533,185	97.48
Compañía Sud Americana de Vapores: San Francisco to Central and South America	38,796	469,636	82.75
Kosmos: San Francisco to Central and South America ..	56,839	262,383	80.19
Pacific Steam Navigation Company: Panama to Chile ^c ..			418.03
Total	d 25,565,846	e 362,181,262	53,820.59

^a Conveyed by vessels under contract with this Department, and without additional cost.

^b Compensation, 1 cent a letter.

^c Weights included in weights of Panama Railroad Steamship Company paid to Great Britain.

^d Equals 56,372 pounds.

^e Equals 798,610 pounds.

C.—Statement showing the net weights of the closed mails of foreign origin forwarded and the amounts paid by this Department to the steamers which conveyed them from the United States.

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

TRANS-ATLANTIC SERVICE—NONCONTRACT.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Cunard	26,865,677	128,517,018	\$37,844.77
North German Lloyd	13,759,636	69,073,132	19,943.60
White Star	11,240,350	40,810,183	14,785.12
Hamburg-American	4,756,055	17,244,204	6,233.65
Atlantic Transport Company	632,766	2,553,003	856.98
Holland-America	147,149	354,998	176.25
Red Star	124,815	527,599	171.36
Total noncontract trans-Atlantic	57,526,448 =lbs. 126,846	254,080,117 =lbs. 560,247	80,031.73

C.—Statement showing the net weights of the closed mails of foreign origin forwarded and the amounts paid by this Department to the steamers which conveyed them from the United States.

[Compensation at the rate of 5 francs per kilogram for letters and post cards and 50 centimes per kilogram for other articles.]

MISCELLANEOUS SERVICE—NONCONTRACT.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
United Fruit Co. (New Orleans to Guatemala).....	4,805,497	28,519,221	\$7,389.44
Panama Railroad Steamship Line.....	1,184,470	20,081,634	3,084.76
Nippon Yusen Kaisha.....	410,275	3,535,860	737.13
Northern Pacific Steamship Co.....	198,679	4,909,125	665.45
New York and Cuba Mail (New York to Bahamas).....	170,293	3,002,250	464.06
Atlas.....	176,134	2,623,825	423.17
Peninsular and Occidental Steamship Co. (Miami to Bahamas).....	106,345	2,088,385	304.15
Red D.....	82,598	1,394,071	214.24
Quebec Steamship Co.....		505,505	48.78
Booth Steamship Co.....		159,710	15.41
Earn Line Steamship Co.....		62,380	6.02
New York and Demerara Steamship Line.....		60,320	5.82
Kerr Line.....	2,720	26,300	5.16
Cameron Steamship Co.....		52,725	5.09
United Fruit Co. (Philadelphia to Jamaica).....	1,134	32,202	4.20
Red Cross.....		18,350	1.77
Clyde Steamship Co.....		16,110	1.55
Trinidad Shipping and Trading Co.....		15,800	1.52
Houston Line.....		10,000	.97
Total noncontract miscellaneous.....	7,142,145 =lbs. 15,748	67,113,673 =lbs. 147,985	13,368.64
Total noncontract service.....	64,668,593 =lbs. 142,594	321,193,790 =lbs. 708,282	93,400.37

CONTRACT SERVICE.

The International Navigation Co. (trans-Atlantic) ^b	22,954,943	85,827,878	.....
Plant Investment Co. (Tampa to Cuba) ^a	4,903,922	107,882,978	.....
United Fruit Co. (New Orleans to British Honduras) ^a	519,125	5,819,298	.....
Nippon Yusen Kaisha.....	421,514	1,633,130	.....
Red D.....	220,688	3,312,839	.....
New York and Cuba Mail (New York to Cuba) ^b	170,507	3,478,310	.....
American Mail.....	164,283	2,247,033	.....
New York and Porto Rico.....		568,935	.....
Royal Dutch West India Mail ^a	200	15,925	.....
Independent Steamship Line ^a	200	7,600	.....
Total contract service.....	29,355,362 =lbs. 64,729	210,794,121 =lbs. 464,801	.....
Aggregate.....	94,023,955 =lbs. 207,323	531,987,911 =lbs. 1,173,033	\$93,400.37

^a Settled for in account of balances due foreign countries.

^b Conveyed by vessels under contract with this Department, and without additional cost.

COST OF THE SERVICE.

The sums required to be paid on account of the transportation of the mails dispatched to and received from foreign countries by sea during the fiscal year amounted to \$2,182,507.06, which included (1) the amounts credited in the general postal accounts to foreign governments for the conveyance of United States mails by steamers subsidized by said governments, as follows:

To France for services of steamers of the General Trans-Atlantic Line from New York to Havre.....	\$20,184.82
To the Netherlands, for services of steamers of the Holland-American Line from New York to Amsterdam and Rotterdam.....	\$163.90
And for services of steamers of the Royal Dutch West India Mail from New York to the West Indies.....	368.05
	531.95
To the Bahamas, for services of steamers of the New York and Cuba Mail Steamship Company from New York to Nassau, New Providence.....	1,032.42

(2) the sums paid to the Panama Railroad Company for transporting by railway from Colon to Panama the United States mails for the west coast of Central and South America; (3) the cost of sustaining Sea Post-Offices on the fast steamers of the North German Lloyd, Hamburg-American, and the International Navigation companies, and (4) the transfer service in New York Harbor.

This sum of \$2,182,507.06 was distributed as follows, viz:

Trans-Atlantic service:		
Vessels of United States register (contract service)...	\$682, 184. 00	
Vessels of foreign register.....	453, 994. 93	
		\$1, 116, 178. 93
Trans-Pacific service:		
Vessels of United States register—		
Contract service.....	\$283, 203. 00	
Noncontract service	98, 335. 52	
		381, 538. 52
Vessels of foreign register.....	47, 065. 57	
		428, 604. 09
Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):		
Vessels of United States register—		
Contract service.....	\$394, 498. 34	
Noncontract service	87, 092. 52	
		\$481, 590. 86
Vessels of foreign register.....	55, 135. 00	
		536, 725. 86
The Panama Railroad Company.....		30, 427. 40
Sea Post Service.....		30, 572. 44
Steamboat transfer service (New York).....		38, 000. 00
Miscellaneous items, telegrams, etc.....		1, 998. 34
Total.....		2, 182, 507. 06

To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid for the sea conveyance from the United States of closed mails of foreign origin.....	\$93, 400. 37
Amount paid to foreign countries for the intermediary maritime and extraordinary land transit of mails of United States origin, including parcels-post transit from Panama to Valparaiso.....	54, 970. 97
Amount paid for intermediary ordinary territorial transit of mails of United States origin	137, 462. 22
The expenses of the United States postal agency at Shanghai.....	3, 632. 13
And this Department's share in maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal L'Union Postale and the Universal Dictionary of Post-offices.....	1, 014. 22
Making the aggregate cost of the service	2, 472, 986. 97
From this aggregate must be deducted the amounts received by this Department for the intermediary maritime transit of mails of foreign origin, including transit on British closed mails from San Francisco to the Australasian colonies.....	
	\$129, 704. 39
For the intermediary extraordinary land transit of mails of foreign origin.....	94, 321. 00
And the receipts at the United States postal agency at Shanghai, viz:	
Postage stamps sold and postage collected.....	3, 336. 03
Box rents collected	
	227, 361. 42
Leaving the actual net cost of the service.....	2, 245, 625. 55

It is estimated that the sum of \$4,901,176.01 was received by this Department as postage on articles exchanged with all foreign countries, and that of that sum the postage collected on the articles exchanged with foreign countries other than Canada and Mexico amounted to \$3,737,318.57, or \$1,491,693.02 more than the net cost of the service, exclusive of the cost of transporting the articles between the United States exchange post-offices and the United States post-offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the year, as above stated, is only an estimate, but it is based upon the amount actually collected on articles exchanged during the first seven days of October and April last, and consequently must be accepted as approximately correct, so that it may be safely assumed that even after adding the expense of transporting the articles between the United States exchange offices and the offices of mailing or delivery in this country, of which this Office has no data upon which to base an intelligent estimate, the postage collected in the United States largely exceeds the gross expense incurred by this Department in connection with the mails exchanged with foreign countries.

ESTIMATE FOR THE FISCAL YEAR 1903-4.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1904, are as follows, viz:

For the sea transportation of the mails, including foreign closed mails, the railway transit across the Isthmus of Panama, special compensation for service between San Francisco and Tahiti, the cost of maintaining the United States Postal Agency at Shanghai, and contingencies, including casualties.....	\$2,478,000
For the expense of maintaining 18 Sea Post-Offices on steamers plying between New York and Southampton, Bremen, and Hamburg	50,000
For transfer service in New York Harbor	38,000
Total on account of transportation.....	2,566,000
For balances due foreign countries, including the United States, share of the expenses of the International Bureau of the Universal Postal Union; this Department's annual subscription for the monthly journal <i>L'Union Postale</i> , the Universal Postal Dictionary of Post-Offices published by that Bureau: \$5,000 for the expenses of the United States delegates to the Universal Postal Congress to convene in Rome, Italy; and \$1,000 for contingencies.....	170,000
Aggregate	2,736,000

The foregoing estimate is based upon the known cost of the contract ocean mail service under the act of Congress of March 3, 1891, as determined by the terms of the contracts fully executed prior to the date of this report, and upon the percentage of increase of the other items of business of this fiscal year over similar items of the fiscal year ended June 30, 1901, as follows, viz:

Route No. 36, "O. M. S.," New York to La Guaira, 26 trips of 2,435.2 miles=63,315½ statute miles, at \$1 a mile.....	\$63,315.20
Route No. 37, "O. M. S.," New York to Maracaibo, 26 trips of 2,546.7 miles=66,214½ statute miles, at 66½ cents a mile	44,142.80
Route No. 57, "O. M. S.," New York to Southampton, 52 trips of 3,641 miles=189,332 statute miles, at \$4 a mile.....	757,328.00
Route No. 69, "O. M. S.," New York to Tuxpan, 52 trips of 2,502 miles=130,104 statute miles, at \$1 a mile.....	130,104.00

Route No. 70, "O. M. S.," New York to Habana, 52 trips of 1,413 miles=73,476 statute miles, at \$1 a mile	\$73,476.00
Route No. 74, "O. M. S.," from Boston to Port Antonio, 78 trips of 1,588 miles=142,662 statute miles, at 66½ cents a mile; and from Philadelphia to Port Antonio, 26 trips of 1,642 miles=42,692 statute miles, at 66½ cents a mile	123,569.00
Route No. 75, "O. M. S.," San Francisco, Cal., to Sydney, New South Wales, via Honolulu, Pago Pago, and Auckland, 17 trips of 8,329½ miles=141,601½ statute miles, at \$2 a mile	283,203.00
Total contract service	1,475,138.00
Special compensation for service between San Francisco and Tahiti, at \$1 a mile	45,000.00
Vessels of United States register not under contract (10 per cent increase)	203,971.00
Vessels of foreign register (10 per cent increase)	611,815.00
One-half the cost of maintaining 18 Sea Post-Offices, 152 round trips, at \$330 per trip	50,000.00
Transfer service in New York Harbor	38,000.00
For transporting foreign closed mails (10 per cent increase)	102,740.00
Panama Railroad Company (10 per cent increase)	33,470.00
Expense of postal agency at Shanghai (10 per cent increase)	3,995.00
For contingencies, including casualties	1,871.00
Total on account of transportation of mails	2,566,000.00
The "balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days. The expenses for the fiscal year ending June 30, 1904, are determined by the statistics taken in May, 1896, from which it appears that the annual charge against this Department will probably be	
\$163,000	
For the United States share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal (L'Union Postale); for the Universal Dictionary of Post-Offices, and for the expenses of the United States delegates to the Universal Postal Congress to convene in Rome, Italy.	
6,000	
For contingencies, including casualties	1,000
Total on account of balances due foreign countries	170,000.00
Total estimate	2,736,000.00

The particulars given in the following statement (D) are based upon the actual operations of the United States exchange post-offices during one week in the months of October, 1901, and April, 1902, respectively, the figures in the statement being obtained by multiplying the results of each week's operations by 26 to find the operations of 52 weeks, or one year.

The data thus obtained can not be considered as accurate, but may be assumed to be approximately correct, and furnish the only information obtainable relative to the amount collected as United States postage on the articles contained in the mails for and from foreign countries. It should be borne in mind, however, that the articles sent to and received from Canada and Mexico overland and the postage collected thereon are embraced in the figures given in Statement D, while the weights of the mails dispatched and the cost of the service, as heretofore stated, do not include the weights of these overland mails nor the cost of their overland transportation.

D.—*Estimate of the number of articles exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1902, based upon the count of such matter exchanged during seven days of October, 1901, and seven days of April, 1902, as made at United States exchanging post-offices, pursuant to the Postmaster-General's order of August 19, 1899, and the amount of postage estimated to have been received thereon.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters.....	79,200,022	67,587,159	146,787,181	11,662,863	.....
Unpaid and short-paid letters....	1,568,892	8,446,889	5,014,781	.....	1,876,997
Postal cards.....	5,787,464	4,528,430	10,260,894	1,214,064	.....
Postal cards with paid reply.....	56,604	45,588	102,187	11,021	.....
Articles of printed matter.....	97,497,965	48,584,193	146,082,158	48,963,772	.....
Commercial papers.....	843,814	124,414	468,228	219,400	.....
Packages of samples of merchandise.....	1,444,790	1,218,343	2,658,133	231,447	.....
Letters free of postage.....	373,912	416,802	790,714	.....	42,890
Other articles free of postage.....	149,852	92,359	242,211	57,498	.....
Registered letters.....	1,629,654	1,443,611	3,073,265	186,043	.....
Other articles registered.....	254,253	300,769	555,022	.....	46,516
Total.....	188,257,222	127,677,562	315,934,774	.....	.....
Demand for return receipts.....	90,532	36,210	126,742	.....	.....
Postage prepaid on letters sent....	\$3,340,628.46	.....	\$3,340,628.46	.....	.....
Postal cards sent.....	81,532.46	.....	81,532.46	.....	.....
Other articles.....	1,145,921.77	.....	1,145,921.77	.....	.....
Postage due on letters.....	.....	\$331,090.11	331,090.11	.....	.....
Postage due on other articles.....	.....	2,003.21	2,003.21	.....	.....
Total.....	.....	333,093.32	4,901,176.01	.....	.....

NOTE.—The postage due and unpaid on articles sent abroad amounted to \$69,814.80.

The rule under which the mails for trans-Atlantic destinations were for many years assigned to the fastest vessels available for their conveyance—that is to say, in the case of two steamers leaving New York for Great Britain at or about the same time, the mails were assigned to the steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time in London—has not been rigidly adhered to during the year just closed, preference having been given to vessels flying the flag of the United States.

A record of the speed of the steamers to which the mails for trans-Atlantic destinations were assigned has, however, been kept, a summary of which appears in the statement (E) following.

E.—Statement showing the number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the trans-Atlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1902, as shown by the records of this office. (The number of hours stated does not indicate the time consumed in the sea voyage only, but the period elapsing between the actual receipt of the mails at the post-office in New York and their delivery at the post-office in London or Paris.)

Line and steamer.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		
	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Quickest trip.
North German Lloyd (New York to London via Southampton):		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>	<i>Hours.</i>
Kronprinz Wilhelm	3	157.2	3	147.8	2	149.8	3	150.8	8	149.5	145.9
Kaiser Wilhelm der Grosse	3	157.2	3	148.9	3	155.2	3	153.3	12	158.7	148
Kaiserin Maria Theresia	2	188.8	2	177.9	.....	.....	1	182.8	5	181	174.1
Lahn	2	196.8	.....	.....	.....	.....	.....	.....	2	196.3	194.1
Hamburg-American (New York to London via Southampton):											
Deutschland	3	151.1	3	154.1	1	149.2	1	161.2	8	153.2	147.2
Furst Bismarck	4	177.4	.....	.....	.....	.....	3	182.2	7	179.5	176.5
Columbia	3	180.8	1	174.7	.....	.....	2	181.9	6	180.2	174.7
Auguste Victoria	2	188.8	2	184.5	.....	.....	3	186.7	7	185.3	180
Cunard (New York to London via Queenstown):											
Lucania	3	168.7	3	168.1	2	172.9	3	169.5	11	169.5	166.1
Campania	3	171.7	4	172.6	2	167.9	3	169.8	12	170.8	166.2
Etruria	4	184.1	3	186.7	1	198.7	1	184	9	186.6	180.0
Umbria	3	187.8	3	193.9	3	198.3	4	192.4	18	193	182.7
Servia	2	219.4	1	214.2	.....	.....	.....	.....	3	217.7	212.4
Saxonia	.....	.....	.....	.....	2	226.1	2	234.4	4	230.4	219.6
Ivernia	.....	.....	.....	.....	1	240.1	.....	.....	1	240.1	240.1
White Star (New York to London via Queenstown):											
Oceanic	3	171.5	3	173.7	2	174.3	4	174.1	12	173.4	167.2
Majestic	3	183.9	3	187.1	2	185	3	189.4	11	186.5	179.5
Teutonic	3	186.4	3	187	3	197.6	3	193.8	12	191.2	182.5
Germanic	3	206.7	4	204.8	3	211.8	3	215.2	18	209.1	199
Celtic	1	212.8	1	212.8	.....	.....	.....	.....	2	212.8	212.8
Cymric	1	211.2	.....	.....	2	238.6	.....	.....	3	229.5	211.2
American (New York to London via Southampton):											
Philadelphia	1	172.7	5	174.5	4	182.3	4	181.8	14	178.7	171.7
St. Paul	4	172.1	4	184.1	4	191.6	5	185.6	17	183.5	169.4
St. Louis	4	183.6	2	183.1	4	187.6	4	189.5	14	186.4	170.2
General Trans-Atlantic (New York to Paris via Havre):											
La Savois	1	173	3	175.9	1	203.5	4	174.8	9	178.1	173
La Touraine	.....	.....	.....	.....	2	184.1	3	185.2	5	184.7	178.5
La Lorraine	.....	.....	.....	.....	.....	.....	2	185.2	2	185.2	181
L'Aquitaine	3	195.8	2	205.5	3	200.3	2	197.5	10	199.4	190.7
La Bretagne	2	202.7	3	205.4	.....	.....	3	213.5	8	207.7	196.5
La Champagne	3	210.4	3	208.9	3	225.3	2	232	11	218	197
La Normandie	2	224.3	.....	.....	.....	.....	.....	.....	2	224.3	223.4
La Gascogne	2	209.9	2	239.7	3	226.8	2	227.2	9	226	205.5

The following statement (F) shows similar details relative to the trans-Pacific service:

F.—Statement showing the number of trips made, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the trans-Pacific steamship companies in conveying the United States mails from San Francisco, Tacoma, and Seattle to Yokohama and Hongkong during the fiscal year ended June 30, 1902, as shown by the records of this office.

Line and steamer.	During the fiscal year ended June 30, 1902.					
	To Yokohama.			To Hongkong.		
	Number of trips.	Average time occupied per trip.	Quickest trip.	Number of trips.	Average time occupied per trip.	Quickest trip.
Occidental and Oriental Steamship Co. (San Francisco to Yokohama and Hongkong):		<i>Hours.</i>	<i>Hours.</i>		<i>Hours.</i>	<i>Hours.</i>
Coptic.....	5	432.4	412.9	5	675.4	657.6
Doric.....	5	445.2	427.8	5	694.3	671.4
Gaelic.....	4	456.3	449.5	4	732.8	697.6
Oriental Steamship Co. (San Francisco to Yokohama and Hongkong):						
America Maru.....	4	435.6	428.2	4	685.4	666
Nippon Maru.....	4	438.6	420.6	4	732.3	667.7
Hongkong Maru.....	5	441.4	430.1	5	684.5	669.4
Pacific Mail (San Francisco to Yokohama and Hongkong):						
City of Peking.....	4	460.4	394.3	4	696.9	624.9
China.....	4	466.4	428.4	4	689.1	663
Peru.....	5	468.9	453.8	4	695.4	689.3
Northern Pacific Steamship Co. (Tacoma to Yokohama and Hongkong):						
Glenogle.....	3	462.8	380	3	740.8	647
Victoria.....	4	466.8	430	3	669.2	585.8
Tacoma.....	1	486.5	486.5			
Duke of Fife.....	2	487.7	485.9			
Olympia.....	3	501.8	486	3	790.4	773.5
Braemar.....	1	563	563			
Nippon Yusen Kaisha (Seattle to Yokohama):						
Tosa Maru.....	4	394.5	370			
Kaga Maru.....	3	399.7	368			
Kamakura Maru.....	2	411.5	391			
Kinshiu Maru.....	1	418.7	418.7			
Riojun Maru.....	2	455.6	399			
Idzumi Maru.....	2	481.2	441.5			

Other sailings were made during the fiscal year, but the agents of the steamers making those sailings have failed to comply with the request of this Office to report the time occupied in the voyages.

THE UNIVERSAL POSTAL UNION.

There has been no extension of the Universal Postal Union during the year.

There is maintained under the name of the "International Bureau of the Universal Postal Union" a central office, which is conducted under the superintendence of the Swiss Postal Administration, and the expenses of which are borne by all the Administrations of the Union.

This Bureau is charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the postal administrations concerned, an opinion upon questions in dispute; of making known propositions for modifying the acts of the Congress; of giving notice of the changes adopted; and, in general, of undertaking such researches and labors as may be intrusted to it in the interest of the Postal Union.

The latest report of the Director, for the year 1901, shows that the total cost of maintaining the Bureau was (125,000 francs) \$24,125.

Pursuant to the provisions of the Universal Postal Convention, this sum was divided into 649 units, of which this Department paid 25 units, or (4,825 francs) \$931.23.

SEA POST-OFFICES.

The international Sea Post-Offices have been in continuous operation upon the fast steamers of the North German Lloyd Steamship Company and the Hamburg-American Line, viz:

The steamers *Kaiserin Maria Theresia*, *Kaiser Wilhelm der Grosse*, *Kronprinz Wilhelm*, and *Lahn*, of the North German Lloyd, and the steamers *Auguste Victoria*, *Columbia*, *Deutschland*, and *Fürst Bismarck*, of the Hamburg-American line; 54 trips having been made from New York and 56 trips from Germany.

During the 54 trips from New York 3,581,600 ordinary articles, 61,985 registered articles, and 5,984 sacks of printed matter were distributed during 3,135 working hours, an average of 66,326 ordinary articles, 1,148 registered articles, and 111 sacks of printed matter per trip of 58 hours; and during the 56 trips from Germany, 9,523,500 ordinary articles, 196,183 registered articles, and 10,798 sacks of printed matter were distributed during 4,840 working hours, an average of 170,062 ordinary articles, 3,503 registered articles, and 193 sacks of printed matter per trip of 86 hours.

Sea post-offices have also been in continuous operation upon the steamers *Philadelphia*, *St. Louis*, and *St. Paul*, of the International Navigation Company, 45 trips having been made from New York and 46 from Southampton.

During the 45 trips from New York, 368,045 ordinary articles were distributed, and during the 46 trips from Southampton, 4,704,200 ordinary articles, 54,269 registered articles, and 5,580 sacks of printed matter were distributed.

As heretofore stated, the full benefit of the sea post service can not be secured on the steamers of the International Navigation Company, for the reason that the mails conveyed to this country by those steamers are light, the full mails being dispatched by the steamers under contract with the British Government; and that of the mails dispatched from this country those for Great Britain are not distributed, because the British office has declined to furnish the assistance necessary to that end.

That the service has been reasonably satisfactory is shown by the fact that very few complaints have been received, and that in the distribution of 14,478,152 letters and post cards only 950 errors (0.0066 per cent) have been reported. The service could be improved if the accommodations on board the steamers for Sea Post-Office purposes were more commodious than they are at present and than it has been practicable to make them. But when we consider the small space available for office purposes and the fact that stormy weather frequently retards, if it does not entirely interrupt, the work of the clerks, there is very little room for complaint that the work of the Sea Post-Offices is not more nearly perfect.

PARCELS POST.

The Convention with the Republic of Bolivia was finally ratified on the 9th of January and became operative on the 1st of February, 1902.

The weights of the Parcels-Post mails dispatched from the United States during the last two fiscal years were as follows, viz:

	Pounds.
For the year ended June 30, 1901.....	252, 791
For the year ended June 30, 1902.....	322, 615

which shows an increase during the fiscal year of 69,824 pounds, or 27.62 per cent. The total number of parcels dispatched during the fiscal year was 93,095, of an average weight of about 3½ pounds.

The weight of the parcels-post mails received during the fiscal year was 399,887 pounds, and consisted of 56,820 parcels, the average weight of a parcel being 7 pounds.

Of the total weight of 322,615 pounds dispatched, 65,616 pounds were for Germany, and consisted of 24,694 parcels. In return we received from Germany 44,952 parcels, their weight being 339,348 pounds.

The Parcels Post affords the only channel for the legitimate exchange of packages of miscellaneous merchandise by mail between different countries. It, in fact, gives to persons in different countries substantially the same facilities for the exchange of small parcels as is afforded in our domestic service by the provision for the admission to the mails of "fourth-class matter." That the service is appreciated by the public appears to be evident by the substantial increase from year to year in the volume of business in this particular branch of the service.

It is interesting to know that, from statistics taken during the months of April and May, it appears that of the "parcels" received from Germany more than 35 per cent are delivered in the city of New York; more than 48½ per cent in the cities of New York, Brooklyn, Jersey City, Hoboken, Boston, Philadelphia, Baltimore, and Washington; and that more than 72½ per cent are delivered east of the Mississippi; only about 6 per cent going into the New England States, less than 2 per cent into the Southern States east of the Mississippi; 5 per cent into the Southwestern States, and 8½ per cent into the States of California, Idaho, Montana, Nebraska, North Dakota, Oregon, South Dakota, and Wyoming.

CONTRACT OCEAN MAIL SERVICE.

The contract for service upon route No. 36—New York to La Guaira—expired on the 28th of February, 1902, and was replaced by two contracts, as follows, viz: Route No. 36, "O. M. S."—from New York to Puerto Cabello, Venezuela, calling at San Juan, Curaçao, and La Guaira—once every two weeks in vessels of the third class; and route No. 37, "O. M. S."—from New York to Maracaibo, Venezuela, calling at La Guaira and Curaçao—once every two weeks in vessels of the fourth class.

Proposals for said service during a period of ten years from March 1, 1902, were invited under date of September 26, 1901, and on the 8th of January, 1902, both the contracts were awarded to Messrs. Boulton, Bliss & Dallett, of New York (Red "D" Line), who had performed the service under the previous contract. The contracts were signed on the 5th of February.

The contract on route No. 36, "O. M. S.," which expired February 28, 1902, provided for a service to Venezuela three times a month. By the new contracts on routes No. 36 and No. 37, we secure service to Venezuela once a week, and to Porto Rico once every two weeks; the rate of compensation on route No. 36 being at the rate of \$1 for each mile traveled on the voyage from New York to Puerto Cabello; and at the rate of 66 $\frac{2}{3}$ cents for each mile traveled on the voyage from New York to Maracaibo.

The contract mail service upon the seven routes now in operation has been performed to the satisfaction of the Department and of the contractors.

The distance traversed, the amount paid as mileage, the weights of the mails, and the amount which would have been paid for the same service at the allowance of the full sea and United States inland postage upon the seven routes in question are as follows, viz:

Route 36, New York to La Guaira, 23 trips; statute miles traveled, 53,528 $\frac{1}{2}$;	
mileage paid	\$53,528. 80
Weights of the mails conveyed: Letters and post cards, 9,718 pounds;	
other articles, 129,977 pounds; amount of the full sea and inland postage thereon	25,946. 96
Excess of cost of contract service on route 36	27,581. 84
Route 37, New York to Maracaibo, 9 trips; statute miles traveled, 22,920 $\frac{1}{2}$; mileage paid (service commenced March 1, 1902)	15,280. 20
Weights of the mails conveyed: Letters and post cards, 635 pounds; other articles, 15,860 pounds; amount of the full sea and inland postage thereon	2,284. 80
Excess of cost of contract service on route 37	12,995. 40
Route 57, New York to Southampton, 45 trips; statute miles traveled, 165,546; mileage paid	662,184. 00
Weights of the mails conveyed: Letters and post cards, 289,901 pounds; other articles, 2,147,738 pounds; amount of full sea and inland postage thereon	635,660. 64
Excess of cost of contract service on route 57	26,523. 36
Routes 69 and 70, New York to Tuxpam, 52 trips, and New York to Habana, 52 trips; statute miles traveled, 203,580; mileage paid	203,580. 00
Weights of the mails conveyed: Letters and post cards, 3,546 pounds; other articles, 48,608 pounds; amount of full sea and inland postage thereon	9,402. 00
Excess of cost of contract service on routes 69 and 70	194,178. 00
Route 74, Boston and Philadelphia to Port Antonio, Jamaica, 103 trips; statute miles traveled, 183,164; mileage paid	122,109. 34
Weights of the mails conveyed: Letters and post cards, 2,787 pounds; other articles, 36,892 pounds; amount of full sea and inland postage thereon	7,410. 56
Excess of cost of contract service on route 74	114,698. 78
Route 75, San Francisco, Cal., to Sydney, New South Wales, 17 trips; statute miles traveled, 141,601 $\frac{1}{2}$; mileage paid	283,203. 00
Weight of the mails conveyed: Letters and post cards, 22,222 pounds; other articles, 447,324 pounds; amount of full sea and inland postage thereon	71,341. 12
Excess of cost of contract service on route 75	211,861. 88
Aggregate excess of cost of contract service	587,839. 26

The ocean mail contract service should be credited also with the carriage of the closed mails of foreign origin forwarded during the year from this country by means of steamers under contract with this Department.

The weights of said closed mails amounted to 29,355,362 grams (64,729 pounds) of letters and post cards, and 210,794,121 grams (464,801 pounds) of other articles, for the conveyance of which steamers not under contract would have been entitled to compensation at the rate of 5 francs per kilogram of letters and post cards, and 50 centimes per kilogram of other articles, or to a total sum of \$48,669.56. Deducting said sum from the "aggregate excess of cost," we find as the net excess of cost of the contract service \$539,169.70.

TRANS-ATLANTIC MAILS.

As heretofore, the mails for Great Britain and the continent of Europe have been dispatched by every fast steamer, and when two fast steamers sail on the same day or succeeding days the mails have been, as a rule, assigned to the one whose previous record gave reason to believe that it would deliver the mails sooner on the other side of the Atlantic. Other things being equal, preference has been given to steamers sailing under the flag of the United States, and especially to those under contract with this Department at a compensation of \$4 for each mile traveled from New York to Southampton.

Steamers flying the flag of the United States, but not under contract, are allowed for their services all the postage collected on the mails they carry from this country: that is to say, 5 cents a half ounce—\$1.60 a pound (or \$3,200 a short ton)—for letters and post cards, and 1 cent for 2 ounces—8 cents a pound (or \$160 a short ton)—for other articles. In the case of a steamer conveying the mails under a foreign flag, compensation for the service is allowed at the rate of 44 cents a pound (or \$880 a short ton) for letters and post cards, and 4½ cents a pound (or \$90 a short ton) for other articles, calculated on the actual net weight of the mails conveyed.

The transfer service in New York Harbor, whereby the fast mail steamers arriving from Europe are met at the quarantine station by a special mail steamer, which receives the mails and conveys them as rapidly as possible to the various railroad wharves, whence the mails for the city of New York are immediately sent to the post-office in that city and those for inland destinations are forwarded by the first outgoing trains, has been continued without accident or interruption.

CENTRAL AND SOUTH AMERICAN AND WEST INDIAN MAILS.

There have been no radical changes in the service to these countries during the year.

Our communication with the west coast of Central and South America has been regular and reliable once a week by means of steamers plying between New York and Colon; and to Venezuela we have a weekly service by means of the Red "D" Line, which is performing contract service between New York and La Guaira and other ports of Venezuela, under the provisions of the act of Congress approved March 3, 1891. Contract service is also performed once a week by the New York and Cuba Mail Steamship Company between New York and Habana and once a week between New York and certain Mexican Gulf ports via

Habana. Besides, there is additional through service with Cuba by means of steamers plying three times a week between Tampa, Fla., and Habana, Cuba, and by means of steamers of the Munson Line sailing from New York twice a month for northern Cuban ports. This last service is performed under a domestic contract and does not come under the provisions of the act of March 3, 1891. With Porto Rico we have mail communication regularly once a week by means of steamers of the Red "D" Line and by means of steamers of the New York and Porto Rico Line, which sail on alternate Saturdays, the latter service being performed under a domestic mail contract, from New York for San Juan.

With Jamaica we have contract ocean mail service by means of steamers of the American Mail Steamship Company, sailing twice a week from Boston or Philadelphia for Port Antonio, Jamaica. Besides, Hamburg-American steamers of the Atlas Line sailed regularly every Saturday from New York for Kingston.

Communication with the other West Indian Islands has been maintained without material change, and principally by means of the New York and Cuba, Quebec, Hamburg-American (Atlas), Clyde, Royal Dutch West Indies, Trinidad, Bahamas, Strauss, Cameron, Demerara, and Thebaud lines of steamers.

With British Honduras (Belize), Guatemala, and the Republic of Honduras we have regular communication by means of steamers which sail every Thursday from New Orleans. By steamers sailing from the same port every Friday we have regular weekly communication with Costa Rica, and frequent, although irregular, communication with Nicaragua, Republic of Honduras, and with the Colombian ports of Bocas del Toro, Cartagena, and Santa Marta; and from Mobile, Ala., we have frequent, although irregular, service with Bocas del Toro (Colombia) and Belize.

By means of the Lamport and Holt, Sloman's Brazil, Norton, Knott's Prince, Red Cross, Booth, and Houston lines, mails for Brazil and the River Plata countries have been dispatched 151 times by steamers sailing for those countries direct. Mails for northern ports of Brazil were dispatched 39 times by steamers sailing from New York for Para, Manaus, Maranhão, Ceará, Pernambuco, and Bahia. Mails for Brazil generally and for La Plata countries were dispatched 59 times by steamers sailing from New York for Rio de Janeiro or Santos, Brazil. Mails for La Plata countries were dispatched 53 times by steamers sailing from New York for Montevideo and Buenos Ayres. Correspondence for Brazil and the River Plata countries is not, however, held for dispatch by these steamers, but is forwarded via England when that course will expedite its delivery at destination.

TRANS-PACIFIC MAILS.

By means of steamers sailing three or four times a month from San Francisco and two or three times a month from Tacoma or Seattle, mails for Japan and China have been dispatched not less than six times a month.

These mails have included articles for the Philippines; but mails for the Philippines have also been dispatched by army transports which sailed from San Francisco for Manila twice a month during the year. Correspondence for Japan and China has also been forwarded to Vancouver, British Columbia, for dispatch per steamers leaving that

port every four weeks, when the delivery of the correspondence would be thereby expedited.

Mails for the Australasian colonies have been dispatched from San Francisco once every three weeks by means of the contract steamers of the Oceanic Steamship Company, the transit time from San Francisco to Sydney being twenty-one days, and mails being delivered en route at Pago Pago.

Advantage is also taken of the opportunities offered for the dispatch of correspondence for the colonies by means of the Canadian line of steamers sailing from Vancouver, British Columbia, once every four weeks.

The Oceanic steamers and those from Vancouver, above referred to, call at Honolulu, and most of the steamers en route from San Francisco to Japan and China usually call at Honolulu, so that, including the service under domestic mail contracts between San Francisco and Honolulu, there are not less than seven opportunities a month for communication by mail with Hawaii, and generally there are not less than eight.

Mails for Japan, China, and the Australasian colonies are forwarded from San Francisco to Honolulu, to be transferred there to steamers sailing from Vancouver and calling at Honolulu en route to those countries; and mails for the United States arriving at Honolulu by steamers bound for Vancouver are transferred to steamers sailing from Honolulu to San Francisco. By such transfers the delivery of the mails so transferred is expedited by three or four days.

CASUALTIES.

The steamer *Roraima*, which sailed from New York on the 26th of April, was destroyed in the catastrophe at Martinique on the 8th of May last. She carried mails for the islands of St. Vincent, Barbados, St. Lucia, Guadeloupe, and Trinidad, and for British, French, and Dutch Guiana, all of which were lost.

OFFICE WORK.

During the year 23,743 communications were received, entered in brief in "Letters received," and acted upon, of which 6,123 were in foreign languages and were translated; 5,833 were referred by "slip" to other officials, and the remainder involved the preparation of 6,128 letters, which were signed, press-copied, briefed, and indexed. Besides this, 43,640 printed circulars and documents were mailed to various addresses unaccompanied by letters.

The work has been accomplished by a force of 7 clerks (4 male and 3 female) in addition to the chief clerk, and to their energy and industry is due the fact that the business of the office is up to date.

APPENDIX.

I append hereto statistical tables showing the number of post-offices and employees, number of letter boxes for the use of the public, proportion of post-offices and of articles of mail matter to area and population, length of mail routes and number of miles traveled annually thereon, number of articles received and dispatched in international

mails and by parcels post, postal revenues and expenditures, and subsidies paid to steamship companies, relating to various countries of the Postal Union during the year 1900, which have been collated from the most recent statistical tables published by the International Bureau of the Universal Postal Union. These statistics show, relative to the postal service in the eight leading countries of the world, that:

As regards the number of post-offices and employees, the United States stands first, Germany, Great Britain, France, Italy, Austria, Russia, and Japan coming next in the order named as regards post-offices, and Germany first, the United States second, followed by Great Britain, Italy, France, Russia, Japan, and Austria, as regards employees.

As regards letter boxes for the use of the public, Germany stands first, followed by the United States, France, Great Britain, Austria, Italy, Japan, Russia.

As regards the proportion of post-offices to area, Switzerland stands first, followed by Great Britain, Germany, Italy, Austria, France, Japan. Of the countries having an exceptionally large area, the United States stands seventeenth, and Russia thirty-sixth; while as regards the proportion of post-offices to the population, New Zealand stands first, followed by the United States (seventh), Germany, Great Britain, Italy, France, Austria, Japan, Russia.

As regards number of articles of mail matter received by and sent to each inhabitant, Victoria stands first, followed closely by the United States, Great Britain, Germany, France, Austria, Italy, Japan, Russia.

As regards the length of mail routes, the United States stands first, followed by Russia, Germany, France, Austria, Italy, Japan. (Great Britain did not make a report.)

As regards the number of prints sent, the United States stands first, followed by France, Germany, Austria, Russia, Italy, Japan. (Great Britain did not make report.)

The amount expended during the year for the postal service by the United States exceeded by \$3,700,000, in round figures, the amount expended by Germany, which of all the other leading countries of the world, expended the largest amount for the same purpose.

The United States therefore during the past year more than held its own, being in most respects ahead of the other leading countries of the world as regards the extent and efficiency of its postal service.

I am, very respectfully, your obedient servant,

N. M. BROOKS,

Superintendent of Foreign Mails.

The SECOND ASSISTANT POSTMASTER-GENERAL.

APPENDIX.

INTERNATIONAL POSTAL STATISTICS FOR THE YEAR 1900.

[From Statistique générale du Service Postal, published by the International Bureau of the Universal Postal Union, Berne, Switzerland, 1902.]

In the following table a number of countries in the Postal Union are omitted because they failed to furnish the International Bureau with their postal statistics.

Number of post-offices and officers and employees.

Country.	Post-offices.		Country.	Officers and employees.	
	Rank.	Number.		Rank.	Number.
United States.....	1	77,957	Germany.....	1	228,809
Germany.....	2	44,775	United States.....	2	218,867
Great Britain.....	3	22,194	Great Britain.....	3	173,184
British India.....	4	13,019	Italy.....	4	74,958
France.....	5	10,381	France.....	5	74,929
Canada.....	6	9,837	Russia.....	6	56,217
Italy.....	7	8,076	British India.....	7	55,073
Austria.....	8	7,070	Japan.....	8	52,175
Russia.....	9	6,029	Austria.....	9	45,872
Hungary.....	10	4,323	Hungary.....	10	21,732
Japan.....	11	4,279	Canada.....	11	18,024
Switzerland.....	12	3,727	Switzerland.....	12	11,736
Roumania.....	13	3,467	Mexico.....	13	10,273
Spain.....	14	3,385	Netherlands.....	14	7,643
Sweden.....	15	3,213	Sweden.....	15	7,449
Portugal.....	16	2,906	Belgium.....	16	6,919
Norway.....	17	2,465	Roumania.....	17	6,843
New South Wales.....	18	2,194	Denmark.....	18	6,612
Mexico.....	19	2,082	New South Wales.....	19	6,500
Bulgaria.....	20	1,770	Portugal.....	20	6,298
Argentine Republic.....	21	1,655	Victoria.....	21	4,709
New Zealand.....	22	1,996	Argentine Republic.....	22	4,700
Victoria.....	23	1,330	Norway.....	23	3,897
Netherlands East Indies.....	24	1,469	Spain.....	24	3,752
Netherlands.....	25	1,321	Bulgaria.....	25	3,623
Denmark.....	26	1,155	New Zealand.....	26	3,458
Belgium.....	27	1,151	Chile.....	27	2,094
Turkey.....	28	1,094	Turkey.....	28	2,003
Egypt.....	29	820	Netherlands East Indies.....	29	1,717
Chile.....	30	751	Egypt.....	30	1,452
Uruguay.....	31	692	Uruguay.....	31	1,222
Korea.....	32	360	Korea.....	32	1,081
Bolivia.....	33	329	Bolivia.....	33	825
Tunis.....	34	318	Bosnia-Herzegovina.....	34	702
Siam.....	35	176	Siam.....	35	696
Luxemburg.....	36	87	Luxemburg.....	36	578
Bosnia-Herzegovina.....	37	86	Tunis.....	37	569
Costa Rica.....	38	85	Dominican Republic.....	38	216
Dominican Republic.....	39	74	Costa Rica.....	39	142
Kongo.....	40	45	Kongo.....	40	90

Number of letter boxes for the use of the public.

Country.	Letter boxes.		Country.	Letter boxes.	
	Rank.	Number.		Rank.	Number.
Germany.....	1	120,069	New South Wales.....	21	3,624
United States.....	2	107,476	Bulgaria.....	22	2,448
France.....	3	70,473	Argentine Republic.....	23	2,445
Great Britain.....	4	55,874	New Zealand.....	24	2,842
British India.....	5	44,788	Egypt.....	25	1,109
Austria.....	6	24,980	Chile.....	26	1,087
Italy.....	7	21,972	Mexico.....	27	1,057
Japan.....	8	19,402	Uruguay.....	28	872
Russia.....	9	19,192	Korea.....	29	782
Spain.....	10	12,792	Netherlands East Indies.....	30	668
Canada.....	11	11,896	Luxemburg.....	31	625
Denmark.....	12	10,235	Tunis.....	32	417
Hungary.....	13	10,167	Turkey.....	33	357
Switzerland.....	14	9,788	Bolivia.....	34	336
Belgium.....	15	8,101	Slam.....	35	323
Portugal.....	16	5,894	Bosnia-Herzegovina.....	36	322
Sweden.....	17	5,239	Costa Rica.....	37	65
Roumania.....	18	5,013	Kongo.....	38	45
Netherlands.....	19	4,425	Dominican Republic.....	39	35
Norway.....	20	3,680			

Proportion of post-offices to area and population.

Country.	Proportion of post-offices to area.		Country.	Proportion of post-offices to population.	
	Rank.	Square miles to each post-office.		Rank.	Population to each post-office.
Switzerland.....	1	4.7	New Zealand.....	1	477
Great Britain.....	2	5.5	Canada.....	2	502
Germany.....	3	5.6	New South Wales.....	3	625
Netherlands.....	4	9.6	Victoria.....	4	723
Uruguay.....	5	10.4	Norway.....	5	925
Belgium.....	6	10.4	Switzerland.....	6	937
Portugal.....	7	12.3	United States.....	7	993
Luxemburg.....	8	12.5	Uruguay.....	8	1,276
Italy.....	9	14.3	Germany.....	9	1,519
Austria.....	10	17.2	Roumania.....	10	1,567
Denmark.....	11	17.7	Portugal.....	11	1,749
Roumania.....	12	17.9	Great Britain.....	12	1,847
France.....	13	20.3	Sweden.....	13	1,922
Bosnia-Herzegovina.....	14	23.4	Argentine Republic.....	14	2,680
Hungary.....	15	29.1	Denmark.....	15	2,852
Japan.....	16	37.8	Luxemburg.....	16	2,957
United States.....	17	48.1	Costa Rica.....	17	3,163
Norway.....	18	49.5	Tunis.....	18	3,595
Victoria.....	19	54.6	Italy.....	19	3,626
New Zealand.....	20	61.7	France.....	20	3,778
Sweden.....	21	63.3	Austria.....	21	3,897
Spain.....	22	65.3	Netherlands.....	22	3,932
British India.....	23	125	Hungary.....	23	4,078
New South Wales.....	24	141.7	Chile.....	24	5,862
Tunis.....	25	163.1	Spain.....	25	6,072
Korea.....	26	203.7	Belgium.....	26	6,281
Bulgaria.....	27	216	Mexico.....	27	6,883
Costa Rica.....	28	287.4	Bolivia.....	28	8,537
Egypt.....	29	287.8	Dominican Republic.....	29	9,091
Dominican Republic.....	30	312	Japan.....	30	11,215
Canada.....	31	356.4	Russia.....	31	11,492
Mexico.....	32	389.7	Egypt.....	32	12,962
Chile.....	33	418.9	Korea.....	33	15,833
Netherlands East Indies.....	34	502.8	Bosnia-Herzegovina.....	34	18,775
Argentine Republic.....	35	724.8	Bulgaria.....	35	21,333
Russia.....	36	770	Turkey.....	36	22,409
Turkey.....	37	1,089.1	British India.....	37	23,020
Slam.....	38	1,420	Netherlands East Indies.....	38	23,845
Bolivia.....	39	2,395.1	Slam.....	39	34,091
Kongo.....	40	52,110	Kongo.....	40	2,000,000

Number of articles of mail matter of every kind, ordinary and registered, domestic and foreign, received and sent to each inhabitant.

Country.	Rank.	Number of articles.	Country.	Rank.	Number of articles.
Victoria	1	97.1	Chile	20	16.8
New South Wales	2	96.2	Japan	21	16.7
United States	3	95.6	Spain	22	12.9
Great Britain	4	88.9	Portugal	23	12
New Zealand	5	84.3	Tunis	24	10.5
Switzerland	6	67.7	Roumania	25	9.8
Belgium	7	66.8	Mexico	26	8.8
Germany	8	61.6	Costa Rica	27	8.5
Netherlands	9	57.2	Bosnia-Herzegovina	28	4.6
France	10	52.2	Bulgaria	29	4.5
Canada	11	50.1	Russia	30	4.3
Austria	12	37.4	Egypt	31	2.7
Luxemburg	13	36.3	British India	32	1.8
Denmark	14	35.5	Turkey	33	.77
Italy	15	26.1	Netherlands East Indies	34	.60
Norway	16	20.7	Bolivia	35	.44
Sweden	17	19.7	Korea	36	.21
Uruguay	18	18.1	Siam	37	.12
Hungary	19	18	Kongo	38	.007

Length of mail routes.

Country.	Railroads.		All other roads.	
	Rank	Miles.	Rank.	Miles.
United States	1	182,220	1	318,462
Russia	2	35,248	3	157,402
Germany	3	32,103	7	62,727
France	4	28,076	5	89,149
British India	5	21,610	4	106,249
Austria	6	16,437	8	54,348
Canada	7	16,341	9	50,023
Hungary	8	10,866	12	40,474
Italy	9	10,437	15	37,046
Argentine Republic	10	8,576	19	22,642
Mexico	11	8,225	10	49,471
Sweden	12	6,945	17	24,446
Turkey	13	4,928	2	176,230
Belgium	14	3,996	36	628
Japan	15	3,815	11	44,766
Netherlands	16	3,732	22	12,422
Roumania	17	3,185	32	2,477
Victoria	18	3,121	24	9,829
New Zealand	19	2,996	18	22,793
New South Wales	20	2,884	16	33,476
Switzerland	21	2,560	29	4,109
Portugal	22	2,463	23	11,491
Chile	23	2,437	20	16,392
Netherlands East Indies	24	1,955	6	71,653
Denmark	25	1,839	30	3,927
Egypt	26	1,837	28	5,483
Uruguay	27	1,508	27	6,034
Norway	28	1,301	14	39,882
Bulgaria	29	984	83	2,037
Tunis	30	499	31	3,253
Bosnia-Herzegovina	31	457	35	1,123
Bolivia	32	327	21	13,997
Luxemburg	33	276	37	377
Kongo	34	267	34	1,911
Siam	35	183	25	7,601
Dominican Republic	36	137	13	40,446
Korea	37	25	26	6,489

Annual transportation.

Country.	On railroads.		On all other roads.	
	Rank.	Miles.	Rank.	Miles.
United States	1	302,776,008	2	156,156,127
Germany	2	143,583,763	4	55,948,407
France	3	74,717,389	1	244,076,066
Russia	4	40,901,153	6	35,610,377
Austria	5	36,483,999	7	33,158,482
Belgium	6	31,973,461	31	727,890
Italy	7	26,400,385	8	23,452,832
Hungary	8	24,883,165	10	18,207,017
British India	9	24,063,900	3	67,239,670
Canada	10	16,723,887	11	16,602,898
Sweden	11	13,457,000	12	8,604,999
Japan	12	10,027,060	5	47,772,363
Switzerland	13	8,577,004	16	5,826,656
Argentine Republic	14	8,413,751	25	1,997,096
Mexico	15	7,803,168	9	22,204,108
Denmark	16	5,012,148	21	2,768,606
Victoria	17	4,483,883	18	3,923,754
Netherlands	18	4,713,330	13	7,736,442
Egypt	19	3,413,000	28	1,159,407
Netherlands East Indies	20	3,113,774	24	2,055,100
New Zealand	21	2,857,666	17	4,154,435
Roumania	22	2,653,021	20	3,453,459
Chile	23	2,463,999	22	2,283,162
Turkey	24	1,963,094	15	5,977,883
Portugal	25	1,701,247	19	3,739,838
Norway	26	1,493,448	14	7,070,387
Bulgaria	27	973,666	30	863,933
Luxemburg	28	842,423	34	323,709
Tunis	29	625,148	29	1,084,266
Uruguay	30	543,027	23	2,172,109
Bosnia-Herzegovina	31	404,956	32	652,300
Siam	32	173,012	35	100,856
Bolivia	33	102,109	26	1,280,067
Kongo	34	78,544	36	50,063
Dominican Republic	35	56,004	33	472,858
Korea	36	36,266	27	1,268,256

Number of articles received and dispatched in the international mails.

A.—RECEIVED.

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Austria	1	120,309,360	1	51,665,080	5	21,570,240	2	5,494,860
Germany	2	105,899,620	2	27,488,840	1	47,303,270	1	6,509,566
France	3	58,906,378	10	2,655,591	3	32,116,046	3	2,328,692
United States	4	55,184,754	9	2,974,270	2	37,073,890	9	914,566
Italy	5	26,246,648	3	3,351,662	13	8,153,156	5	1,293,695
Hungary	6	25,793,042	3	16,018,650	14	7,535,424	10	884,182
Russia	7	23,420,705	5	7,313,364	9	12,600,658	6	8,239,153
Switzerland	8	23,087,153	4	10,708,776	6	14,623,193	7	1,197,987
Belgium	9	18,548,868	6	6,687,200	7	13,277,782	4	1,465,672
Argentine Republic	10	15,653,876	29	42,150	12	8,620,270	-----	-----
Netherlands	11	14,352,550	7	4,593,765	10	8,777,447	8	943,910
Spain	12	11,517,830	12	1,385,876	8	13,137,234	14	337,874
Sweden	13	11,357,994	14	1,087,859	20	3,374,631	11	429,026
New South Wales	14	7,448,004	25	75,850	16	5,747,469	-----	-----
Victoria	15	6,704,784	-----	-----	17	5,679,171	-----	-----
British India	16	6,391,436	-----	-----	11	8,698,809	-----	-----
Norway	17	5,678,400	18	695,000	26	2,010,400	17	216,700
Denmark	18	5,555,004	13	1,319,928	28	1,669,020	15	328,360
Mexico	19	4,610,277	21	186,895	4	23,249,867	13	399,852
Roumania	20	4,296,995	11	1,622,077	21	3,215,879	16	286,444
Japan	21	3,531,528	17	698,396	27	1,746,744	20	115,836
Portugal	22	3,532,723	20	218,448	24	2,401,098	19	127,040
Tunis	23	3,442,248	22	178,632	22	3,100,856	18	140,508
Turkey	24	3,014,348	26	69,769	32	1,064,239	24	62,640
Egypt	25	2,892,000	23	163,000	23	2,833,000	23	70,000
New Zealand	26	2,453,771	28	50,351	15	5,897,897	12	401,502
Bosnia-Herzegovina	27	2,235,511	16	935,977	25	2,111,046	21	80,869
Luxemburg	28	2,077,400	15	1,042,782	30	1,233,060	22	79,742
Chile	29	1,328,681	27	55,226	19	4,120,328	25	52,627

Number of articles received and dispatched in the international mails—Continued.

A.—RECEIVED—Continued.

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Uruguay	30	1,085,666	30	36,998	18	4,593,090	28	44,172
Bulgaria	31	1,062,694	19	435,142	31	1,110,566	27	49,190
Netherlands East Indies ..	32	781,188	24	108,275	29	1,281,359	26	49,746
Bolivia	33	197,067	32	9,306	34	291,401	29	7,233
Siain	34	151,762	35	5,664	35	140,725	30	5,265
Kongo	35	129,244	31	12,144	38	51,812	34	210
Costa Rica	36	121,395	34	7,462	33	344,765	31	4,417
Dominican Republic	37	108,339	36	2,096	36	95,813	32	3,130
Korea	38	19,784	33	8,841	33	53,246	33	1,964

B.—DISPATCHED.

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Austria	1	135,264,170	1	52,641,710	4	88,223,350	1	6,891,260
Germany	2	117,187,890	2	28,766,980	3	54,128,480	2	5,849,310
United States	3	74,289,116	9	3,821,296	1	72,389,164	4	1,270,572
France	4	63,587,296	10	2,577,430	2	65,992,720	3	5,042,664
Italy	5	27,576,530	8	3,944,180	12	7,138,812	6	1,188,632
Hungary	6	25,576,530	4	13,418,808	10	7,967,022	9	737,178
Switzerland	7	21,003,099	3	15,657,275	9	8,700,125	8	935,961
Belgium	8	20,117,252	5	7,519,733	5	19,402,786	5	1,231,503
Russia	9	19,302,084	6	4,924,178	7	9,269,017	10	873,901
Argentine Republic	10	12,518,212	25	130,760	13	6,679,068	.....	.....
Netherlands	11	12,350,549	7	4,599,633	11	7,231,144	7	1,078,963
Spain	12	10,565,026	13	1,342,196	6	13,895,054	11	395,988
New South Wales	13	7,063,735	23	140,600	14	6,195,210	.....	.....
Sweden	14	6,146,948	16	849,121	24	1,231,062	19	67,860
British India	15	5,638,748	.....	.....	16	2,740,230	.....	.....
Denmark	16	5,507,844	12	1,358,828	23	1,472,044	14	164,872
Mexico	17	5,207,329	27	117,874	15	4,181,842	13	179,650
Victoria	18	4,861,297	.....	.....	8	9,255,667	.....	.....
Norway	19	4,080,004	17	507,551	27	1,075,633	21	42,159
Roumania	20	3,561,852	11	1,642,588	26	1,152,635	12	250,966
Tunis	21	3,411,756	22	188,676	22	1,487,016	16	100,723
Portugal	22	3,383,529	20	439,768	18	2,013,968	18	72,219
Egypt	23	2,716,000	21	194,000	25	1,199,000	17	81,000
Japan	24	2,319,499	18	491,937	17	2,309,651	24	37,630
Bosnia Herzegovina	25	2,219,187	14	1,167,089	30	329,577	25	26,062
New Zealand	26	1,813,141	29	37,645	20	1,910,399	15	118,757
Luxemburg	27	1,788,306	15	1,030,926	28	718,380	20	48,906
Turkey	28	1,639,787	26	124,864	29	344,489	23	38,273
Chile	29	1,377,219	30	35,422	21	1,650,454	27	6,061
Uruguay	30	975,688	28	39,790	19	1,991,511	28	4,857
Netherlands East Indies ..	31	833,495	24	139,908	32	259,065	22	38,302
Bulgaria	32	770,306	19	372,810	31	310,384	26	22,928
Bolivia	33	161,293	35	5,488	34	48,958	31	521
Kongo	34	108,342	31	30,912	36	14,622	33	330
Siain	35	101,959	32	14,157	35	48,321	29	1,285
Costa Rica	36	98,878	33	8,016	33	120,184	30	850
Dominican Republic	37	79,858	36	1,201	37	10,856	34	250
Korea	38	13,920	34	7,124	38	4,865	32	348

Parcels post.

PARCELS RECEIVED IN THE INTERNATIONAL MAILES.

Country.	Rank.	Number of parcels received.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Germany.....	1	5,981,931	5,616,181	365,750	\$38,847,119.13
Austria.....	2	5,756,730	4,824,880	931,850	63,527,914.07
Hungary.....	3	5,703,282	5,276,340	426,972	7,226,756.07
Switzerland.....	4	2,277,151	2,172,101	105,050	7,764,268.02
France.....	5	2,196,321	2,087,955	108,366	4,488,931.60
Great Britain.....	6	1,240,293	1,075,464	204,829	.....
Italy.....	7	1,212,303	1,136,438	75,865	2,876,840.06
Belgium.....	8	950,892	917,545	33,347	24,613.29
Netherlands.....	9	646,375	625,296	21,079	1,123,503.75
Russia.....	10	597,630	498,353	99,297	6,800,361.17
Denmark.....	11	552,548	526,794	25,754	4,403,266.94
Spain.....	12	425,173	425,173	.....	.....
Roumania.....	13	322,215	396,424	25,791	.....
Bosnia-Herzegovina.....	14	289,252	217,058	72,194	5,877,989.85
Luxemburg.....	15	259,144	250,493	8,651	1,150,523.75
Sweden.....	16	255,139	235,968	19,171	2,593,937.07
Norway.....	17	226,100	214,200	11,900	3,494,881.44
Mexico.....	18	161,949	161,949	.....	.....
Tunis.....	19	143,167	133,416	9,751	225,708.28
Egypt.....	20	139,500	126,000	13,500	421,512.00
British India.....	21	135,039	119,570	15,469	552,021.33
Portugal.....	22	79,723	76,544	3,197	166,294.97
New South Wales.....	23	66,959	.....	66,959	1,238,008.02
Bulgaria.....	24	44,952	42,362	2,590	775,234.83
Victoria.....	25	39,481	39,481	.....	.....
New Zealand.....	26	34,236	34,236	.....	.....
Costa Rica.....	27	11,175	11,175	.....	.....
Japan.....	28	10,850	10,850	.....	.....
Chile.....	29	8,913	8,567	346	12,219.79
Uruguay.....	30	8,170	8,170	.....	.....
Kongo.....	31	3,949	3,949	.....	.....
Slam.....	32	2,406	2,406	.....	.....
Bolivia.....	33	1,200	1,200	.....	.....
Netherlands East Indies.....	34	992	992	.....	.....

PARCELS DISPATCHED IN THE INTERNATIONAL MAILES.

Country.	Rank.	Number of parcels dispatched.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Austria.....	1	10,356,320	8,891,400	1,464,920	\$66,811,647.23
Germany.....	2	8,417,731	8,193,439	224,292	21,418,205.88
France.....	3	4,089,957	3,776,416	313,541	10,333,146.66
Hungary.....	4	2,151,890	1,860,456	291,436	5,213,110.75
Great Britain.....	5	1,962,182	1,962,182	.....	.....
Switzerland.....	6	1,453,301	1,210,330	242,971	20,438,500.63
Italy.....	7	793,941	760,443	22,181	1,875,047.11
Belgium.....	8	473,200	457,962	15,238	27,970.52
Netherlands.....	9	286,189	278,779	12,410	968,802.25
British India.....	10	138,438	116,257	22,181	605,154.04
Luxemburg.....	11	133,695	128,535	5,160	797,611.29
Victoria.....	12	115,726	57,864	57,862	.....
Denmark.....	13	107,672	99,070	8,602	681,568.11
Bosnia-Herzegovina.....	14	106,137	67,606	38,531	6,462,842.96
Egypt.....	15	87,500	85,000	2,500	115,514.00
Russia.....	16	78,592	20,742	57,850	2,613,108.42
Spain.....	17	77,287	77,287	.....	.....
Sweden.....	18	66,565	63,153	3,412	6,223,103.24
Norway.....	19	36,024	31,335	4,689	2,894,400.36
Mexico.....	20	32,870	32,870	.....	.....
Roumania.....	21	27,582	19,970	7,612	.....
Tunis.....	22	27,479	26,496	983	24,852.76
New Zealand.....	23	10,916	10,916	.....	.....
Netherlands East Indies.....	24	10,084	10,084	.....	.....
Portugal.....	25	8,067	7,967	100	3,030.48
Bulgaria.....	26	7,393	4,996	2,124	2,135,347.75
Argentine Republic.....	27	6,755	6,755	.....	.....
Chile.....	28	5,419	5,404	15	1,716.73
Japan.....	29	5,139	5,139	.....	.....
Uruguay.....	30	2,227	2,227	.....	.....
Costa Rica.....	31	920	920	.....	.....
Slam.....	32	446	446	.....	.....
Bolivia.....	33	298	298	.....	.....
Kongo.....	34	114	114	.....	.....

Postal income and expenditure.

Country.	Rank.	Income.	Country.	Rank.	Expenditure.
Germany.....	1	\$107,958,839.92	United States.....	1	\$107,249,298.13
United States.....	2	102,354,579.27	Germany.....	2	103,533,420.10
Great Britain.....	3	68,068,367.89	Great Britain.....	3	48,962,662.23
France.....	4	52,185,378.54	France.....	4	38,924,424.24
Russia.....	5	39,609,292.48	Russia.....	5	27,489,996.14
Austria.....	6	21,521,219.18	Austria.....	6	19,753,220.31
Italy.....	7	11,721,833.78	Italy.....	7	11,407,988.95
Japan.....	8	9,345,916.26	Japan.....	8	8,936,350.11
Hungary.....	9	9,111,558.00	Switzerland.....	9	6,552,379.35
Switzerland.....	10	6,973,247.11	Hungary.....	10	6,534,301.66
British India.....	11	6,111,998.37	Argentine Republic.....	11	5,912,921.70
Argentine Republic.....	12	4,973,573.33	British India.....	12	5,474,669.84
Belgium.....	13	4,899,925.96	Canada.....	13	4,949,521.99
Spain.....	14	4,409,109.23	New South Wales.....	14	3,539,899.73
Canada.....	15	4,250,893.12	Sweden.....	15	3,124,567.06
Netherlands.....	16	3,947,372.54	Netherlands.....	16	3,061,389.86
New South Wales.....	17	3,850,763.81	Belgium.....	17	2,682,087.84
Sweden.....	18	3,302,999.09	Victoria.....	18	2,546,881.07
Victoria.....	19	2,847,748.77	Mexico.....	19	2,546,164.64
Denmark.....	20	2,214,536.90	Denmark.....	20	2,223,710.67
Mexico.....	21	2,061,424.27	Roumania.....	21	1,596,837.98
Roumania.....	22	1,816,608.35	Spain.....	22	1,363,201.82
New Zealand.....	23	1,541,069.98	Norway.....	23	1,302,632.34
Turkey.....	24	1,369,898.92	New Zealand.....	24	1,085,371.65
Norway.....	25	1,356,573.15	Portugal.....	25	878,377.25
Portugal.....	26	1,234,870.51	Netherlands East Indies.....	26	795,768.75
Egypt.....	27	678,830.03	Turkey.....	27	643,096.42
Netherlands East Indies.....	28	578,303.33	Bulgaria.....	28	612,458.11
Bulgaria.....	29	551,064.86	Egypt.....	29	543,494.56
Chile.....	30	417,522.35	Chile.....	30	424,666.52
Luxemburg.....	31	361,879.57	Luxemburg.....	31	350,953.96
Uruguay.....	32	351,331.22	Uruguay.....	32	334,760.62
Tunis.....	33	268,069.74	Tunis.....	33	230,255.95
Bosnia-Herzegovina.....	34	242,437.87	Bosnia-Herzegovina.....	34	201,427.58
Bolivia.....	35	72,890.66	Bolivia.....	35	76,929.92
Kongo.....	36	40,323.23	Korea.....	36	76,321.85
Siam.....	37	23,077.97	Siam.....	37	28,736.36
Korea.....	38	9,945.70			

Postal surplus and deficiency.

Country.	Rank.	Surplus.	Country.	Rank.	Deficiency.
Great Britain.....	1	\$19,115,705.66	United States.....	1	\$4,894,718.86
France.....	2	13,260,954.30	Argentine Republic.....	2	399,343.37
Russia.....	3	12,119,297.34	Canada.....	3	698,628.87
Germany.....	4	44,425,419.82	Mexico.....	4	484,740.37
Spain.....	5	3,019,907.41	Netherlands East Indies.....	5	217,465.42
Hungary.....	6	2,577,256.34	Korea.....	6	76,376.15
Belgium.....	7	2,217,838.11	Bulgaria.....	7	61,403.25
Austria.....	8	1,767,998.87	Denmark.....	8	9,173.77
Netherlands.....	9	885,982.68	Chile.....	9	7,134.17
Turkey.....	10	726,802.50	Siam.....	10	5,658.39
British India.....	11	637,328.53	Bolivia.....	11	4,039.26
New Zealand.....	12	455,698.33			
Switzerland.....	13	421,167.76			
Japan.....	14	409,566.15			
Portugal.....	15	356,493.26			
Italy.....	16	313,844.83			
New South Wales.....	17	310,864.08			
Victoria.....	18	300,867.70			
Roumania.....	19	229,770.37			
Sweden.....	20	178,432.03			
Egypt.....	21	135,335.47			
Norway.....	22	53,940.81			
Bosnia-Herzegovina.....	23	41,009.99			
Tunis.....	24	37,813.79			
Uruguay.....	25	16,570.60			
Luxemburg.....	26	10,925.63			

Subsidies paid to steamship companies.^a

Country.	Rank.	Annual subsidy.
France.....	1	\$4,975,290.05
Great Britain	2	3,719,271.86
United States	3	1,966,697.87
Italy	4	1,935,491.70
British India.....	5	232,148.35
Netherlands	6	236,518.00
New South Wales.....	7	192,366.73
Spain	8	126,961.75
Victoria.....	9	109,102.90
Netherlands East Indies.....	10	81,868.67
New Zealand	11	77,662.36
Denmark	12	62,816.49
Belgium	13	49,967.24
Egypt.....	14	30,108.00

^aThe amounts given in this table are the sums which were reported to the International Bureau as bona fide subsidies paid to the steamship companies irrespective of the quantity of mail carried. Other countries—e. g., Germany, Austria, Russia, etc.—pay large subsidies to steamship companies, but the amounts were not reported to the International Bureau.

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR THE
YEAR ENDED JUNE 30, 1902.

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REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 12, 1902.

SIR: I have the honor to submit the following report for the fiscal year ended June 30, 1902. The postal subjects within the jurisdiction of this Bureau are—

First. The financial system, involving the receipt and disposal of all moneys coming directly to the Department, the collection of all moneys due the Department, the payment, by warrant or draft, of accounts chargeable against appropriations for the postal service, the designation of depositories for postal funds, and the supervision and instruction of all postmasters relative to the disposition of the postal revenue from whatever source.

Second. The supervision and collection of postal revenue through the issue of stamped paper of all kinds, the keeping of postmasters' accounts, and the redemption of spoiled or damaged stamped paper.

Third. The classification of domestic mail matter, involving the determination of the admissibility of publications to the second class of mail matter, the supervision of those therein, the keeping of the necessary records in connection therewith, and the instruction of postmasters relative thereto.

Fourth. The use of penalty envelopes and the franking privilege.

Fifth. The supervision of proposals and letting of contracts for furnishing the Department with postage stamps and stamp books, stamped envelopes and newspaper wrappers, registered-package, tag, official, and dead-letter envelopes, envelopes for the use of the several Executive Departments, and postal cards.

Sixth. The registry system, involving the supervision of the registered-mail service and the record forms used therein, the establishment and control of all registered-pouch exchanges, and the instruction of all postal officers relative thereto.

DIVISION OF POSTAL FINANCE.

FINANCIAL STATEMENT—POSTAL SERVICE.

The postal revenue for the year and the total actual expenditures are as follows:

Ordinary postal revenue, consisting of—	
Sales of postage stamps, stamped envelopes, newspaper wrappers, and postal cards.....	\$112, 187, 120. 41
Second-class postage (pound rate) paid in money.....	4, 541, 523. 59
Receipts from box rents.....	2, 992, 085. 04
Letter postage paid in money (made up principally of balances due from foreign administrations).....	123, 017. 18
Miscellaneous receipts.....	50, 242. 58
Fines and penalties.....	45, 810. 81
Receipts from unclaimed dead letters.....	18, 429. 79
Total ordinary postal revenue.....	119, 958, 229. 40
Receipts from money-order business.....	1, 889, 817. 86
Total receipts from all sources.....	121, 848, 047. 26
Expenditures:	
Actual amount of expenditures for the service of the year ended June 30, 1902 (which includes all the expenditures made on account of the year up to three months after its close).....	\$124, 392, 472. 02
Expenditures during the year on account of previous years.....	393, 225. 05
	124, 785, 697. 07
Excess of expenditures over receipts.....	2, 937, 649. 81

The outstanding liabilities at the close of the year and the cost of transporting the mails over the subsidized Pacific railroads that have not yet settled their bonded accounts with the Government (the latter item amounting to \$593,740.41) are not included in the foregoing statement.

The following comparisons with the totals of the preceding year are presented:

Total receipts for 1902.....	\$121, 848, 047. 26
Total receipts for 1901.....	111, 631, 193. 39
Increase for 1902.....	10, 216, 853. 87
Per cent of increase.....	9. 1
Total expenditures for 1902.....	124, 785, 697. 07
Total expenditures for 1901.....	115, 554, 920. 87
Increase for 1902.....	9, 230, 776. 20
Per cent of increase.....	7. 9
Total deficiency for 1901.....	3, 923, 727. 48
Total deficiency for 1902.....	2, 937, 649. 81
Decrease of deficiency for 1902.....	986, 077. 67
Per cent of decrease.....	25. 1

Detailed statements of postal receipts and expenditures, by items, will be found in Tables Nos. 2, 3, and 4, pages 603, 605, and 606 of this report.

COMPARISON OF POSTAL REVENUE AND EXPENDITURES.

Table No. 6, page 612 of this report, gives a statement by quarters of the postal receipts and expenditures, increase of receipts and expenditures, and per cent of increase of receipts and expenditures from 1883, the last fiscal year during which the Postal Service was self-sustaining, to and including the year covered by this report.

The average yearly receipts for the first sixteen years since 1883 were \$66,402,949.80, while the average yearly expenditures during the same period were \$73,424,890.09, showing an average yearly excess of expenditures over receipts during that time of \$7,021,940.29, or 10.57 per cent.

The average yearly receipts for the last three of the nineteen years since the Postal Service was self-sustaining, during which time attention has been given to the correction of abuses in the second class of mail matter, were \$111,944,606.64, while the average yearly expenditures during the same period were \$116,026,961.97, showing an average yearly excess of expenditures over receipts during that time of \$4,082,355.33, or 3.64 per cent.

The average increase in receipts each year over the preceding year for the first sixteen years since 1883 was \$3,100,793.22, or 4.8 per cent, while the average increase in expenditures each year over the preceding year during the same period was \$3,646,826.03, or 5.5 per cent.

The average increase in receipts each year over the preceding year for the last three fiscal years was \$8,942,221.03, or 8.64 per cent, while the average increase in expenditures each year over the preceding year during the same period was \$7,717,845.38, or 6.67 per cent.

The comparatively large average yearly increase in postal receipts during the last three years shows, to some extent, the result of continual efforts during those years to correct the abuses of the second-class mailing privilege.

It will be seen from Tables Nos. 4 and 6 that the total expenditures on account of the Postal Service during the last fiscal year, including expenditures on account of previous years, was \$124,785,697.07, and the total postal revenue from all sources was \$121,848,047.26, showing a total deficiency during the year of \$2,937,649.81. When the loss sustained during the year by bad debts, etc., \$23,520.10, is added to this deficiency, the gross loss to the Government during the year aggregates \$2,961,169.91.

The total amount expended for the year on account of rural free-delivery service was \$3,993,706.51, or nearly four millions of dollars. This exceeded the total deficiency by \$1,056,056.70 and the aggregate loss from all sources during the year by \$1,032,536.60.

It will be seen that had it not been for this large expenditure on account of rural free-delivery service, the receipts would have exceeded the expenditures by upward of \$1,000,000.

LOSSES BY BURGLARY, FIRE, BAD DEBTS, AND COMPROMISES.

During the year, in cases of loss by burglary and fire where compromises with debtors were found to be necessary, and in others where outstanding debts could not be collected, the Department suffered

losses amounting altogether to \$23,520.10, a decrease of \$34,273.13 from the corresponding loss suffered last year, or 59.3 per cent.

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the General Treasury within the last fiscal year on account of special and deficiency appropriations, viz:

For deficiency in the postal revenue:	
For 1899 and prior years.....	\$8,845.86
For 1900.....	450,000.00
For 1902.....	2,000,000.00
Total.....	2,458,845.86

TRANSACTIONS AT TREASURY DEPOSITORIES.

The account during the year shows the following receipts and disbursements at Treasury depositories, viz:

Amount of outstanding warrants June 30, 1901	\$341,389.36
Balance subject to draft June 30, 1901	9,621,517.09
Counter entry of receipt on account of year June 30, 1901	1,500.00
Net balance subject to draft June 30, 1901.....	9,620,017.09
Deposits:	
On account of postal revenue.....	\$52,642,620.50
On account of grants from the General Treasury..	2,458,845.86
	55,101,466.36
Total	64,721,483.45
Amount of warrants paid during the year ended June 30, 1902.....	54,619,964.16
Balance at depositories	10,101,519.29
Amount of outstanding warrants June 30, 1902	320,698.61
Balance subject to draft June 30, 1902	9,780,820.68

Of the \$55,101,466.36 deposited on account of postal revenue, \$30,381.55 came through national-bank depositories. The balance remaining in national-bank depositories at the close of the year was \$11,721.90. Table No. 5, page 610, shows the receipts and disbursements at Treasury depositories during the year compared with those of the previous fiscal year.

The operations of the Division of Postal Finance during the year will appear from the following statement:

The number of accounts of contractors and other creditors of the Government on account of mail service received and examined was 190,960, requiring the recording, drawing, and mailing of the same number of warrants. The total amount covered by these warrants was \$54,599,273.41; the number of drafts drawn on account of balances due present and late postmasters was 4,832, amounting to \$1,177,279.18, making a total amount covered by warrants and drafts of \$55,776,552.59. The number of new contracts for mail service received, examined, and entered in books kept in this division was 8,629, and the number of orders of the Postmaster-General affecting the mail service, entered in ledgers, was 35,922.

During the fiscal year ended June 30, 1900, upward of 10 per cent of the work incident to issuing warrants was on account of rural free-delivery service, while during the fiscal year ended June 30, 1901, 20 per cent of the warrants issued was on that account, an increase of 100 per cent over the preceding year; but the salaries of rural free-delivery carriers for the last six months of the fiscal year ended June 30, 1902, were paid by the postmasters at the largest post-offices in the respective States in which the service was performed. This division has therefore been relieved from issuing a large number of warrants during five of the six months mentioned, which will doubtless result in a decrease during the fiscal year ending June 30, 1903, as compared with the number issued during the year covered by this report.

Transcripts were received weekly from the United States Treasury and 9 subtreasuries, and monthly from 54 designated national-bank depositories, with which accounts are kept, comprehending financial transactions aggregating \$60,528,339.

About 20,000 circulars were sent to postmasters, containing instructions relative to the deposit of their postal balances.

The number of letters written on the subject of postal finance was 4,514, and the number of cases for investigation of the accounts of present and late postmasters made up and placed in the hands of the Fourth Assistant Postmaster-General (division of post-office inspectors and mail depredations) was 260.

**FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE
DIVISION OF POSTAL FINANCE DURING THE YEAR.**

The money received from postmasters erroneously remitting to this office balances due the Government, from collections made by the Chief Post-Office Inspector on account of defaulting postmasters and the recovery of postal remittances lost in transit, from stamp collectors and others for the purchase of stamps, stamped envelopes, etc., and from bills of exchange covering balances due by foreign postal administrations amounted to \$94,810.86, the disposition of which was as follows:

Amount received.....	\$94, 810. 86
Amount deposited with the Treasurer of the United States at Washington, D. C.....	25, 610. 77
Amount deposited with the Assistant Treasurer of the United States at New York, N. Y.....	68, 351. 45
Amount returned to remitters.....	174. 39
Amount used in the purchase of stamps, stamped envelopes, and postal cards which were sent to the persons ordering them.....	56. 15
Amount turned over to the postmaster at Washington, D. C.....	611. 10
Amount turned over to the Fourth Assistant Postmaster-General.....	7. 00
Total.....	94, 810. 86

DEAD-LETTER FUND.

The money taken from dead letters for which no owners could be found, and that realized from the auction sale of unclaimed articles accumulated in the Dead-Letter Office, aggregated \$18,458.83.

This money was disposed of as follows:

Amount received.....	\$18,458.83
Amount in current funds deposited in the Treasury at Washington, D. C.	17,875.31
Amount realized from the sale of foreign and uncurrent funds by the postmaster at New York and deposited with the Assistant Treasurer at New York	554.48
Total amount deposited.....	18,429.79
Amount of loss sustained in the sale of uncurrent funds, from counterfeits and from mutilated minor coin	29.04
Total	18,458.83

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE POSTAL SERVICE COMING UNDER THE THIRD ASSISTANT POSTMASTER-GENERAL.

The specific appropriations for the postal service coming under the control of this office during the year (see Table No. 2) amounted to \$1,970,800, and the expenditures out of these appropriations to \$1,804,177.79, leaving an unexpended balance of \$166,622.21. These figures include appropriations and expenditures for special-delivery business, which has been transferred to the Office of the First Assistant Postmaster-General. There are unexpended balances in each item of the appropriations.

The estimates of appropriations for the service coming under control of this office during the coming fiscal year, ending June 30, 1904, amount to \$1,607,000, which is \$548,000 less than the appropriations for the year ending June 30, 1903. This decrease is due to the fact that these estimates do not include any appropriations for the special-delivery service. Details of these estimates will be found in statement No. 1, on page 600 of this report.

DIVISION OF POSTAGE-STAMP SUPPLIES.

The total number of pieces of stamped paper issued to postmasters during the fiscal year was 6,054,362,853; value, \$112,594,620.72; an increase over the previous year of 353,329,567, or 6.19 per cent, and in value of \$7,855,618.23, or 7.5 per cent. To these stamp supplies should be added 7,093,274 stamp books, the selling price of which over the value of the stamps contained therein was \$70,932.74, making the total number of pieces of stamped paper and stamp books issued to postmasters 6,061,456,127; value, \$112,665,553.46; an increase over last year of 355,724,418 articles, or 6.23 per cent, and of \$7,879,566.74, or 7.52 per cent.

In detail these issues and their comparative volume and value with those of the previous year are found in tables Nos. 7 to 9, pages 617 to 619, in this report.

ORDINARY AND SPECIAL-REQUEST STAMPED ENVELOPES.

Of the 853,128,000 stamped envelopes issued, 308,066,000, or 36.22 per cent, were "ordinary," and 545,062,000, or 63.88 per cent, were "special-request" with printed return cards.

All of the special-request and 228,784,250, or 74.27 per cent, of the

ordinary stamped envelopes were issued from the main agency at Hartford, Conn.; 79,281,750, or 25.73 per cent, of the ordinary envelopes were issued from the subagency at St. Louis, Mo.

VALUE OF STAMPED ENVELOPES OVER COST.

The gross selling value of stamped envelopes and newspaper wrappers issued to postmasters was \$17,029,799.56, and their postage value was \$15,947,202.50, leaving \$1,082,597.06 to defray cost of manufacture and distribution. The contract cost, with \$5.88 deducted for misprints, was \$622,256.80, leaving \$460,340.26 to defray the expense of distribution, in contrast to \$386,187.20 for the previous year.

OFFICIAL AND REGISTERED PACKAGE ENVELOPES.

The total number of official and registered package envelopes issued during the year was 104,121,073, an increase of 10.8 per cent over last year; contract cost \$126,649.85. Of the number issued, 19,672,773 were registered-package and tag envelopes, and the remaining 84,448,300 were "penalty" envelopes used for carrying communications for the postal service.

BOOKS OF STAMPS.

The issue of stamp books increased nearly 51 per cent over that of the previous year, showing that the books attain greater popularity as the public becomes more familiar with them. Deducting the cost of manufacture of the books, \$27,529.82, from the selling price of the books over the value of the stamps contained therein, \$70,932.74, the net profit to the Department in their sale is found to be \$43,402.92.

During the summer of 1902 numerous complaints were made to the Department of the adhesion of stamps to the paraffin paper in these books, due to the unusual humidity of the season and the use by the manufacturer of paraffin paper which was found to be insufficiently waxed. On June 26, 1902, all postmasters were directed to redeem from purchasers all stamp books in which the stamps had so adhered, and to send them to the Department with any similar books held in stock. All such stamp books were exchanged by the manufacturer, who immediately secured a more heavily paraffined paper for use in subsequent issues. In this regard there are now no complaints.

STAMPED LETTER-SHEET ENVELOPES.

The sale of letter sheets was discontinued January 1, 1902, when the postmaster at New Orleans, which was the only post-office having them on sale, was directed to return his unsold stock to the Department for destruction. The number of letter sheets sold during the fiscal year up to their withdrawal was 2,100.

FREIGHT SHIPMENTS.

In addition to the envelopes furnished postmasters by mail, 19 car-

loads were shipped by freight to the four largest cities, and 21 carloads shipped during the year to the St. Louis subagency for distribution to postmasters by mail, making a total of 40 carloads dispatched, containing 143,616,000 envelopes, which weighed 1,374,537 pounds.

Thirty carloads of postal cards, in addition to those issued by mail, were shipped by freight from the manufactory to postmasters during the year. Seventy-five carloads were shipped from the manufactory to the four subagencies, making a total of 105 cars shipped, containing 436,446,590 cards, which weighed 3,244,163 pounds. The shipment of this matter by freight is for the purpose of saving the expense of sending the same matter by mail.

REQUISITIONS FILLED.

The number of requisitions filled during the past year, compared with the number filled during the year ended June 30, 1901, is as follows:

Articles.	1901.	1902.	Increase.	Decrease.	Per cent.
Stamps:					
Ordinary	205,766	207,089	1,323		0.64
Pan-American	11,588	4,826		6,762	58.35
Stamp-books	20,568	33,523	12,955		62.98
Postage-due	18,129	18,460	331		1.82
Envelopes:					
Ordinary-stamped	86,539	88,125	1,586		1.83
Special-request	267,617	303,519	35,902		13.41
Official and registered-package	132,300	147,321	15,021		11.35
Postal cards	80,118	77,809		2,309	2.87
Total	822,625	880,672	58,047		7.05

ISSUE OF POSTAL CARDS.

The number of postal cards issued to postmasters during the year from the agency at the place of manufacture and from the several subagencies is as follows:

Kind.	Main agency at manufactory.	Troy sub-agency.	Cincinnati subagency.	St. Louis subagency.	Washington subagency.	Total.
A		48,000	104,000	138,500	59,000	347,500
D	1,546,450	2,566,750	2,986,250	2,891,500	1,898,000	11,188,950
E	2,200	285,050	55,700	296,650	119,250	767,850
F		500	500	1,500	1,750	4,250
H	139,538,500	72,948,500	89,410,000	140,097,000	81,514,000	523,508,000
K	111,540	2,581,500	2,573,000	3,666,500	2,515,000	11,397,540
Total	141,198,690	78,380,300	95,129,450	146,888,650	85,607,000	547,204,090

The issue of postal cards as shown by the foregoing table is 17 per cent below that of the preceding year. This decrease is due to the fact that no cards were manufactured from December 30 to March 6, because of the inability of the contractor to start the manufacture of

cards at the new factory in Maine before the latter date. Fortunately, an extra reserve stock of 50,000,000 cards had been provided at the old manufactory, so that the Department's supply did not become exhausted, although for several weeks it was necessary to reduce postmasters' requisitions, furnishing only a month's supply at a time until the contractor was able to replenish the Department's stock.

STAMPED PAPER FURNISHED CUBA AND THE PHILIPPINES.

An itemized statement of stamp supplies furnished Cuba and the Philippines during the fiscal year ended June 30, 1902, is given below:

Denomination.	Cuba.			Philippines.		
	Ordinary stamps, special design (including 2-cent stamps in books.)	Postage-due stamps, overprinted.	Stamped envelopes, special design.	Ordinary stamps, overprinted (including 2-cent stamps in books.)	Postage-due stamps, overprinted.	Stamped envelopes, overprinted.
1-cent	3,000,000	.....	2,000	500,000	250,000	194,000
2-cent	10,564,480	.....	688,500	1,920,220	250,000	201,000
3-cent .....	.....	.....	.....	200,000	.....	.....
4-cent .....	.....	.....	.....	.....	.....	1,000
5-cent	2,000,000	.....	500	450,000	.....	500
10-cent	1,200,000	50,000	.....	250,000	.....	.....
10-cent special delivery	550,000	.....	.....	100,000	.....	.....
50-cent .....	.....	.....	.....	.....	2,000	.....
Total	17,314,480	50,000	691,000	3,420,220	502,000	396,500

Of the 10,564,480 special-design adhesive 2-cent stamps furnished the department of posts of Cuba, 192,000 were in books of 12 stamps each, and 372,480 in books of 24 stamps each; a total of 564,480 stamps, bound in 31,520 books.

Of the 691,000 special-design stamped envelopes furnished the department of posts of Cuba 590,000 were "ordinary" and 101,000 "special request."

All of the 1,920,220 overprinted 2-cent stamps furnished the department of posts of the Philippines were in book form, as follows: 720,000 in books of 12 stamps each, 720,000 in books of 24 stamps, and 480,220 in books of 48 stamps; a total of 100,005 books.

Of the 396,500 overprinted envelopes furnished the department of posts of the Philippines 390,000 were "ordinary" and 6,500 "special request."

The temporary United States military government being withdrawn from Cuba in the spring of 1902, this Department ceased to receive and transmit to the manufacturer orders of the Cuban administration for stamps supplied. The Cuban administration has been requested to discontinue the use of United States postage-due stamps and postal cards overprinted with the word "Cuba," as soon as distinctive designs can be prepared by the new postal administration of Cuba.

The following is a statement showing the total amount of stamped

paper furnished the department of posts of Cuba during the entire period in which the orders were transmitted through this Department:

Denominations.	Ordinary stamps overprinted.	Ordinary stamps, special design (including 2-cent stamps in books).	Postage-due stamps overprinted.	Postal cards overprinted.	Stamped envelopes overprinted.	Stamped envelopes, special design.
1-cent	4,000,000	13,000,000	200,000	1,003,000	20,000	5,500
2-cent	4,000,000	27,564,480	250,000	561,750	80,000	1,566,500
2½-cent	2,000,000	.....	.....	.....	.....	.....
3-cent	4,000,000	2,000,000	.....	.....	.....	.....
5-cent	4,000,000	5,500,000	170,000	.....	.....	100,500
10-cent	400,000	1,800,000	120,000	.....	.....	.....
10-cent special delivery	20,000	650,000	.....	.....	.....	.....
Total	18,420,000	50,514,480	740,000	1,564,750	100,000	1,702,500

CHANGES IN DESIGNS OF POSTAL CARDS, POSTAGE STAMPS, AND STAMPED ENVELOPES.

My last report contained a description of the new 1-cent postal card. It was afterwards found that the three-quarters face of the late President McKinley, which had been adopted as the subject of this card, did not give good results in printing, and it was superseded by another portrait of Mr. McKinley, a profile looking to the left. On April 29, 1,625,000 cards which had been printed from the rejected die were destroyed by the United States postal card agent at the manufactory, under instructions from this office, none of the cards printed from this die having been issued to postmasters.

A new design for the domestic reply card is in course of preparation, but has not yet been adopted.

During this fall and winter a new series of ordinary postage stamps will be issued. The series will contain an additional denomination, 13-cent, intended principally for payment of postage and registry fee on letters addressed to foreign countries. Before the issue of this stamp at least two stamps were required to make up the 13-cent fee. The subject adopted for the 13-cent stamp is a portrait of the late President Benjamin Harrison, and the color selected is dark slate. The only changes of subjects on the other denominations are in the 4 and 5 cent stamps, on which the portraits of Lincoln and Grant will be interchanged; in the 8-cent stamp, on which a portrait of Martha Washington will replace that of General Sherman, whose likeness will appear on the reply postal card; in the 1-dollar stamp, on which a portrait of Admiral Farragut will supersede that of Commodore Perry; and in the special-delivery stamp, which will show a messenger boy mounted on a bicycle. Instead of a uniform border for the entire series, as on the old stamps, each stamp in the new issue will have a distinctive border of a highly ornamental and artistic design. To add historical and educational interest to the series, the name of the subject will appear below the portrait on each stamp, with the years of birth and death.

The contractor is now preparing new designs for stamps on embossed stamped envelopes. There will be four denominations in the series, as at present, viz, 1, 2, 4, and 5 cent. The old subjects will be retained, i. e., profile portraits of Franklin, Washington, Lincoln, and

Grant, but on the 4-cent and 5-cent envelopes Lincoln and Grant will be interchanged as on the ordinary adhesive stamps of these denominations. It is planned to have a different design for each of the four denominations, and the names of the subjects, with years of birth and death, will appear.

It is purposed to add four envelopes to the new series taking effect January 1, 1903—a No. 6 1-cent (ungummed), of white paper, made after the second-quality formula, and an ungummed No. 8 of 1-cent denomination, both for mailing circulars; a 2-cent newspaper wrapper, 8 by 12 inches, and a 4-cent wrapper 10 by 15 inches in dimensions. The present 2-cent wrapper, 5½ by 10½ inches, will be discontinued.

IMPROVEMENTS IN METHODS.

During the year extensive experiments were made by the superintendent of stamp supplies to determine whether the card system of ledger accounts could be adapted to the needs of the stamp division. Accounts are kept with every postmaster in the United States, and at present 37 immense ledgers are required to contain the accounts of stamp supplies furnished, and 11 additional ledgers for official envelopes. The card system is being generally adopted in lieu of books by large corporations and by many departments of the Government, and the tests which have been made indicate conclusively that the cards could be used to very decided advantage in the stamp division. The only objection is in the initial cost, which is about three times that of a set of books; but as a set of stamp ledgers lasts only two years and a set of official envelope ledgers three years, while the cost of renewing cards after the cabinet containing them has been purchased is comparatively small, the card system would in time prove more economical than the books.

It is hoped that an appropriation can be secured from Congress for the installation of the card system when the present sets of books expire. It is found to be a very severe tax on the clerical force of the stamp division to start a new set of ledgers. It requires at least the time of several high-grade clerks for three or four months to prepare the books for use by writing in the names of post-offices, counties, postmasters, and amount of bonds. With the card system once installed, this draft on the clerical force would no longer be necessary, since the accounts would be renewed by the bookkeepers as the old cards became filled up; and another important advantage would be that "dead" accounts, after the discontinuance of post-offices, would not have to be carried along with current accounts, but would be filed in a separate cabinet.

An investigation is in progress with a view to instituting other improvements in the methods of the stamp division which it is believed will simplify and lessen the work, which improvements are necessary in order to keep abreast of the increased volume of business, without an increase of force.

A PLAN TO SIMPLIFY REMITTANCES BY MAIL.

During the year ended June 30, 1902, I had the honor to be appointed by you on a commission to investigate and determine upon the practicability of a new plan for remittances by mail proposed in bills H. R.

12779, S. 4557, and S. 5201, which embodied the "post-check" system. The subject was very exhaustively considered by the commission and a majority report was rendered unfavorable to the proposition. I was in the minority and, together with the Auditor of the Treasury Department for the Post-Office Department, reported favorably. It seems opportune to state that after a further investigation of the subject I am more than ever convinced that this or some other more simple and convenient method of making remittances than any now in existence is a great need of the people.

DIVISION OF REDEMPTION OF STAMPED PAPER.

Claims for redemption of stamped paper received from postmasters during the year, and their disposal, are as follows:

	Regular.	Pan-Ameri- can.	Total.
Claims presented.....	13,121	4,468	17,589
Claims allowed.....	12,752	4,468	17,220
Claims rejected.....	369		369
Value of redemptions.....	\$401,316.33	\$456,781.80	\$858,098.13
Increase of regular cases.....			1,480
Increase in value of regular cases.....			\$52,667.26
Value of letter sheets included.....			\$2,357.95

During the year it was necessary to instruct 2,439 postmasters as to the proper manner of signing letters of transmittal, of stamp supplies for redemption, and 1,493 postmasters as to the redemption of stock of all kinds.

Two thousand seven hundred and sixty-four postmasters returned stock for redemption, and 1,287 firms and individuals were instructed that stock was not redeemable from them.

The number of registered packages of rejected stock returned to postmasters and individuals was 896.

DIVISION OF CLASSIFICATION OF MAIL MATTER.

The number of original cases received, briefed, and treated in this division during the year was 13,636.

The larger part of these related to the classification, treatment, and collection of postage on second-class matter.

The applications for entry to the second class of mail matter favorably considered numbered 4,572, a decrease of 413 from the previous year. Of these, 2,879 were shown by the serial number to be in the first year of issue, and are regarded as new publications, while the remainder, 1,693, were old—reentered by reason of change of name, office of publication, periods of issue, or other cause.

Entry was denied 1,681 publications, a decrease of 300 from the previous year.

The total number of applications passed upon was 6,253, a decrease of 713 from the previous year. In addition to these, the certificates of entry of 510 publications passing in the mails as second-class matter were canceled.

The total number of publications passed upon and their status determined was 6,763, a decrease of 203 from the previous year.

Deducting from the total number of original cases received, 13,668, the number of cases passed upon to determine the status of periodical publications, 6,763, leaves 6,873 which pertained to first, third, and fourth class matter and miscellaneous questions relating to second-class matter.

In conducting the correspondence of the division, 17,568 letters and 38,014 circulars were sent. Of the circulars, 26,259 pertained to the auditing of 37,954 postmasters' quarterly statements of pound-rate postage collected.

WEIGHT, ETC., OF SECOND-CLASS MATTER MAILED AT THE POUND RATE AND FREE OF POSTAGE.

The number of pounds of second-class matter mailed upon which postage at the cent-a-pound rate was paid was 454,152,359, creating a revenue of \$4,541,523.59—an increase of 24,707,786 pounds in weight and \$247,077.86 in postage collected at the pound rate—an increase of 5.75 per cent over the previous year.

The number of pounds of second-class matter mailed free of postage within the counties of publication during the fiscal year was 34,094,544, which is 6.98 per cent of the entire amount mailed.

The aggregate amount of second-class matter mailed at the pound rate and free of postage during the year was 488,246,903 pounds, or 244,123.45 tons, an increase of 27,027,066 pounds over the previous year.

The number of post-offices at which second-class matter was mailed at the pound rate was 9,426, a decrease of 194 from the previous year.

COLLECTIONS OF THIRD-CLASS POSTAGE ON MATTER IMPROPERLY MAILED AT SECOND-CLASS RATES.

There has been a marked increase in the amount of third-class postage collected on matter improperly mailed at the pound rate. The amount of such collections during the fiscal year ended June 30, 1900, was \$8,734.36; in the fiscal year ended June 30, 1901, it was \$15,286.06. In the last fiscal year it was \$28,195.89, an increase of \$12,909.83, or 84.45 per cent, over 1901 and an increase of \$19,461.53, or 222.37 per cent, over the collections for 1900.

These increases are attributable to a closer scrutiny of matter mailed at the pound rate; to the enforcement of the orders of the Postmaster-General dated July 17, 1901; and to the requirement which became operative April 1, 1902, requiring publishers to deposit with postmasters at the mailing offices an amount sufficient to cover postage at the third-class rate on copies of publications mailed pending action of the Department on applications for entry thereof as second-class matter.

MAILINGS OF SECOND-CLASS MATTER AT THE LARGER OFFICES.

In preparing the exhibit showing the mailings of second-class matter at the larger post-offices it was found that several offices not included in Table 12 of the report of 1901 had increased the amount mailed so as to equal the receipts at some of the smaller offices included in that

table. For this reason the table prepared for the present year includes the names of 45 post-offices. (See table 10, page 620.)

It will be seen that there were decreases in the mailings of second-class matter at six of the offices included in the table of last year. These offices, with the amounts of decreases, are as follows:

	Pounds.
St. Louis, Mo.	32,949
Augusta, Me.	456,182
Springfield, Ohio.	176,262
Denver, Colo.	193,415
Louisville, Ky.	783,586
Utica, N. Y.	35,202

Making an aggregate decrease at these offices of 1,676,596

It appears from the statement in table 10 that New York, N. Y., and Chicago, Ill., collected 35.26 per cent of the entire amount of pound-rate postage collected in the United States, as against 35.88 per cent in the previous year; and that the five offices, New York, Chicago, Philadelphia, St. Louis, and Boston, mailed 49.68 per cent, as against 50.75 per cent for the previous year, and that the forty-five offices mailed 82.437 per cent, as against 79.91 per cent mailed by thirty-four offices in the previous year.

MAIL MATTER.

WEIGHT AND REVENUE BY CLASSES.

The following statement shows the actual or estimated weight and revenue of the four classes of mail matter with their subdivisions, for the year, exclusive of Government free matter:

Statement of actual and estimated weights of the different classes of matter, except "government free," mailed in the fiscal year ended June 30, 1902, with the revenue derived from same, and the percentages of weight and revenue of each class, compared with the total.

Classification.	Weight.	Weights combined.	Per cent of weight.	Per cent of combined weights.	Revenue.	Revenues combined.	Per cent of revenue.	Per cent of combined revenues.
	Pounds.	Pounds.						
Postal cards.	3,441,136	101,103,928	0.46	13.56	\$5,591,636.40	\$90,950,751.72	4.79	77.91
First class except postal cards.	97,662,792		13.10		85,359,115.32		78.12	
Second class, mailed at pound rate.	454,152,359	488,246,903	60.90	65.47	4,541,523.59	4,820,781.84	3.89	4.13
Second class, free.	34,094,544		4.57					
Second class, mailed by publishers and news agents with stamps affixed.	2,716,530		.37		279,258.25		.24	
Transient, second class, mailed by other than publishers and news agents, with stamps affixed at the 4-ounce rate of postage.	24,871,026		3.83		1,888,125.54		1.62	
Third class.	92,578,141		12.41		13,716,858.17		11.75	
Seeds, scions, roots, bulbs, etc.	5,156,245	29,542,456	.69	3.96	478,243.02	4,641,845.47	.41	8.96
Fourth class.	24,386,211		3.27		4,163,602.45		3.57	
Foreign, except first class.	6,688,888		.90		710,781.26		.61	
Total.	745,742,872		100.00		116,728,644.00		100.00	

It will be observed from this table that second-class matter mailed by publishers and news agents at the pound rate of postage, and free within the counties of publication, weighed 488,246,903 pounds, or 65.47 per cent of the total weight of all mail matter, except Government free, or 68.61 per cent (over two-thirds) of the total weight of all mail matter from which postage was derived, yet yielded only \$4,541,523.59, or 3.89 per cent of the whole postage revenue.

The questions which must soon be asked are, "Why is the weight of this particular class of mail matter, as compared with the whole, so astoundingly disproportionate to the revenue which it yields?" "How long, under the advances now being made in the publishing business, will it be before this second-class matter is 90 or more per cent of the bulk weight of all mail matter?" "What is the postal service for—is its main purpose and use to serve one class of merchants at the expense of all the people?" These are pertinent questions. When the public becomes thoroughly aware that for every dollar paid by a publisher at the cent-a-pound rate of postage not less than \$3 are drawn from the public purse, the United States Treasury, to pay the cost of distribution of that matter in the mails, there is likely to be an unmistakable demand for an increase in the rate to a point commensurate with the cost of the service to the Government on those publications defined in connection with my recommendation for a new postage rate, found on page 574.

THE LAW OF SECOND-CLASS MATTER—ITS ABUSES; THE ABUSES CORRECTED.

Of the statutes now in force defining and limiting second-class matter the following is the most important, since under it the great bulk of that class is originated, and under it the correction of the abuses has been principally effected:

SEC. 427. Mailable matter of the second class shall embrace all newspapers and other periodical publications which are issued at stated intervals, and as frequently as four times a year, and are within the conditions named in sections twelve and fourteen.

SEC. 428. The conditions upon which a publication shall be admitted to the second class are as follows:

1. It must regularly be issued at stated intervals, as frequently as four times a year, and bear a date of issue, and be numbered consecutively.
2. It must be issued from a known office of publication.
3. It must be formed of printed paper sheets, without board, cloth, leather, or other substantial binding, such as distinguish printed books for preservation from periodical publications.
4. It must be originated and published for the dissemination of information of a public character, or devoted to literature, the sciences, arts, or some special industry, and having a legitimate list of subscribers: *Provided, however,* That nothing herein contained shall be so construed as to admit to the second-class rate regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates. (Act of March 3, 1879, sec. 14, 20 Stats., 359.)

SEC. 452. That publications of the second class, one copy to each actual subscriber residing in the county where the same are printed, in whole or in part, and published, shall go free through the mails; but the same shall not be delivered at letter-carrier offices, or distributed by carriers, unless postage is paid thereon at the rate prescribed in section thirteen of this act (the cent-a-pound rate): *Provided,* That the rate of postage on newspapers, excepting weeklies, and periodicals not exceeding two ounces in weight, when the same are deposited in a letter-carrier office for delivery by its carriers, shall be uniform at one cent each; periodicals weighing more than two ounces shall be subject, when delivered by such carriers, to a postage of two cents each, and these rates shall be prepaid by stamps affixed.

For publications coming within the prescribed conditions, the statute fixes the postage rate at 1 cent a pound, except that copies of such publications may go free of all postage to subscribers residing within the county where the same are printed, in whole or in part, and published, provided they be not addressed to a letter-carrier office.

On the bulk weight of second-class matter carried in the mails, taking into account the free county matter, the estimated average revenue is eight-tenths of a cent a pound. As the cost of handling is estimated to be approximately 4 cents a pound, it is manifest that the revenue from other sources must be drawn upon to make up for what is not paid by the publishers. Therefore, the publisher's mailing privilege is of the nature of a subsidy, for it creates an expense to the Government, which must be paid by the people.

The legitimate press is considered somewhat in the light of the public school system; the nation gets back in the enlightenment of the people all and much more than it bestows in the way of a nominal postage rate or gratuity toward the expenses of distribution. In that case it is a justifiable expenditure for the public benefit, and there should be no complaint. Postmaster-General Smith, in his annual report for the fiscal year ended June 30, 1901, said:

"Our free institutions rest on popular intelligence, and it has from the beginning been our fixed and enlightened policy to foster and promote the general diffusion of public information. Congress has wisely framed the postal laws with this just and liberal conception. It has uniformly sought to encourage intercommunication and the exchange of intelligence.

* * * * *

"In harmony with this sound and judicious policy it has deliberately established a low rate of postage for genuine newspapers and periodicals, with the express design of encouraging and aiding the distribution of the recognized means and agencies of public information. It is not a matter of favor, but of approved judgment. It is not for the publishers, but for the people. But in adopting this special rate for a legitimate public end Congress has sought to restrict its privilege to legitimate publications with a manifest public aim and a clear public demand. It never meant to open the flood gates for an inordinate stream of purely private enterprises which have no public object whatever within the contemplation of the law, and which have seized upon the low rate of postage solely for private profit at the public expense.

THE INTENT OF THE LAW.

"The intent of the law is clear from its terms. It seeks to define boundaries and to prescribe conditions which shall limit the privilege to the kind of publications really designed to be included. First of all, it provides that to be entitled to the second-class rate the publication must be 'originated and published for the dissemination of information of a public character, or devoted to literature, the sciences, arts, or some special industry.' This test has never really been enforced, and its rigorous enforcement is not now undertaken, for it raises questions which may be matters of opinion rather than of fact. Its strict application would, without any other test, manifestly rule out thousands of existing publications. But there are other tests which present matters of fact. The possession of the character thus defined is not enough.

"The law further requires that the publication must have 'a legitimate list of subscribers.' There must be not only a public object, but a real public call and approval, attested by general subscriptions. But even this is not all. A publication having all these characteristics might also have others which would plainly conflict with the intended prerequisite of having a distinct public purpose ratified by a distinct public demand. So the law adds the proviso that nothing in its terms 'shall be so construed as to admit to the second-class rate regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates.' "

These provisions taken together plainly show the design of the law. Had they been strictly administered from the beginning admissions to the second-class rate would have been restricted to legitimate publications complying with the prescribed conditions, and there would be no such question as is now presented. But the

administration has been in many hands. The applications for admission have gradually broadened. Every new case has made its special representation, and taken singly has pleaded no harm and no burden. Little by little the limitations have been relaxed and every transgression has been made the pretext and precedent for another. Many of the publications once entered have changed their character since admission, and, if at first entitled to the pound rate, have by the departure forfeited their original right. In these various ways thousands of publications have come to enjoy the privilege which are not within either the spirit or the letter of the law, and the volume of second-class mail has been immensely swollen by a vast and questionable mass of printed matter which was not intended or foreseen when Congress, in the educational interest of the people, provided that the Government should practically pay the cost of transmission."

The difficulty has been, and still is, to confine this special mailing privilege, for which the people are so heavily taxed, to "genuine newspapers and periodicals" or to the "legitimate publications," of which Postmaster-General Smith speaks. No person can read the statute without having a very accurate conception of the purpose of Congress. It is patent, and in the preceding quotation it is put beyond peradventure. The wonder is that the Department for so many years, when the administration has been in many different hands, did not arouse from its lethargic treatment of this subject, which in importance is second to no other in the whole postal system, and call a halt in the scandalous waste of the people's money by subsidizing periodical publications (that is to say, admitting them to the second class) which do not, except in the merest technical sense, conform to the requirements of the law. The policy seems to have been "all applications accepted—no questions asked."

The abuses in this class of mail matter have grown to be enormous, and while at this late day, when the task is of such magnitude as to serve as a strong deterrent, still a reform has been undertaken. The new regulations of July 17, 1901, were framed to reach as far as possible all the abuses of this subsidized rate. Of course these regulations will not reach and cure all the abuses; they will fall short, but in how great or how small a degree can not be told at this time. As will appear more particularly later on, many of the abuses have been corrected, the effect of which is already clearly apparent in the revenues; but it will take time to determine the permanent effect. For the present, suffice it to say that but for the spending of approximately four millions for rural free-delivery service, which is an extraordinary feature of the postal system, there would not only be no deficit, but in fact a surplus of upward of a million dollars over the expenditure for the year ended June 30 last.

ABUSES CORRECTED.

The abuses of the second-class rate have been enumerated and explained in previous reports. They consist principally of books masquerading as "periodical" publications; the return of unsold copies to news agents; excessive circulation of sample copies; bulk so-called subscriptions by persons interested in one way or another in the circulation of the publications; house organs; premiums or other considerations than the publication itself as an inducement to subscription, by which process pretended periodicals and other abuses exist—these are the most flagrant.

One abuse—the news agents' return of unsold copies—has been wholly corrected, and much is accomplished on the others. A great part, if

not all, of the so-called periodical publications which have the characteristics of books have been placed in the third class, which, under the law, is the proper classification. There are several varieties of this class of publications: There are books of railroad time tables; books containing lists of names of attorneys; price lists; statistical lists; lists of books; lists of post-offices; lists of express offices; lists of sailing vessels; lists of railways; lists of business houses; dock lists; lists of churches; lists of clergymen; and others. This class of publications is reprinted substantially in the same type each "period of issue," the corrections or revisions necessary to bring them up to date being practically all the new matter in them. These corrections were, of course, made often enough to bring the "periodical" technically within the requirements of the law of second-class matter as to frequency of issue. They are purely reference and guide books.

Then there are the novels—so-called "serials," reprints of the classics, of histories, of standard fiction, of city charters, of ordinances, of building laws, of election laws, etc.; dictionaries, directories, combination directories and memorandum books; books on fancy work, on physical culture, and on drawing; cook books; books on private theatricals, on house games, and on out-door sports; atlases, both office and pocket sizes; almanacs, yearbooks, guidebooks, turf guides and tips on horse races; guidebooks on farming, on poultry and on stock raising; telegraph codes, hymn books, song books; books on health culture, books of recitations, joke books; text-books on natural history, on geography, and on astronomy; books of music, both instrumental and vocal; books of sermons; treatises on philosophy, on theology, and on political economy; market reports, stock quotations; mere strips of cardboard containing a single line quotation from the Bible on one side and blank on the other; scriptural text or hymns printed on one side of a piece of cardboard, the other side containing a picture; and, too, the Bible itself reprinted in twelve parts and issued as a monthly periodical.

There is another lot of miscellaneous so-called "periodicals" issued under convenient titles. They comprise large single-sheet posters of calendar announcements of coming events (notwithstanding the law reads "Formed of printed paper sheets"); sheets of music in exactly the same form and style as that used on the piano, but called "periodical" publications because issued once a week; at least one other periodical was a reprint of old business and personal letters; another, a collection of pictures put up in a loose wrapper. Some are railroad time-tables printed on a single sheet to be posted on billboards. All of the foregoing have been rejected from the second class, and so far as now known there are none of like character remaining in that class; they are now in the main held to be third-class matter, but some are of the fourth class. The Department exhibit of the foregoing alleged "periodical" publications is worthy of a place in the Smithsonian Institution.

There is also a lot of a not easily definable class of publications, but easily determinable as pretended periodicals, made up, some of fiction, new or old, clippings, and occasionally some original matter, designed merely to cloak what is actually advertising or circular matter. Some progress has been made in eliminating these advertising sheets from the second class.

INJUNCTIONS ISSUED.

Movement on the last-mentioned class (pretended newspapers and periodicals) has been practically suspended since January last, owing to the restraining orders issued by the supreme court of the District of Columbia, some twenty in number. This has prevented the Department from taking action on many more than those upon which it is actually restrained, because it was deemed best to go no further upon that class of cases until a decision of the court is rendered. I am pleased to be able to say that, notwithstanding the law's delay in these cases, which has been the means of much loss of revenue to the Government, there is now every prospect that a decision will be rendered promptly, and the work of eliminating the abuses of the second class of mail matter, so far as may be done under the new regulations, may then go on without interruption.

ATTITUDE OF THE PRESS AND PUBLIC.

The reform thus far accomplished has not been without friction and bitterness on the part of the publishers affected. When once a second-class privilege is secured it is not willingly surrendered. Great displeasure is incurred by the official in charge, and I am sorry to say that there has been much misunderstanding as to the purpose and position of the Department, but through it all the legitimate press has kept its head, and it is clearly manifest that the public approves the course. Probably no postal subject of recent years has received the consideration of the public and the "press" in such a degree.

ABUSES STILL EXISTING MORE OR LESS.

SAMPLE COPIES.

The sample-copy abuse is operated in numerous ways. It has been corrected in a material measure by limiting the number which may be mailed at the pound rate with each issue to 100 per cent of the legitimate list of subscribers, the cumulative privilege being prohibited. The moral effect of this restriction is very considerable; but there are still abuses of the privilege in the sending of alleged sample copies, not as the law contemplates, for the purpose of inducing subscriptions, but in the interest of some advertiser or other person interested for business reasons in the distribution of the copies.

Thus publishers still traffic in their sample-copy privilege. It is hoped that finally this privilege will be confined within the law, the intent of which is, that sample copies may be mailed at the pound rate only when sent in good faith by the publisher for the purpose of inducing subscriptions, their character as samples being vitiated by any outside interest. The statute does not intend that the Government shall bear the expense of distribution of alleged sample copies which are not purely such.

BULK SO-CALLED SUBSCRIPTIONS.

For years the bulk subscription abuse has received attention, but never has it effectually been corrected. It exists at this time, but

owing to the vigilance of the Department it is not greatly on the increase. The plan is for an advertiser or other person interested in the circulation of a publication to furnish the publisher with a list of names and addresses and pay the "subscriptions" for those persons, usually at a very much reduced rate. This is contrary to law. A subscription to be "legitimate" must be paid for by the person who is to receive the publication. The insertion in the regulations of a provision that permits of "gift" subscriptions where there is no other intention than to compliment the receiver has been the cause of much of this wrongful practice.

It was not contemplated, of course, that any publication would have many of such gift subscriptions; but this provision has been seized upon by publishers as an excuse to permit advertisers and others to pay for great numbers of copies as before stated. It will be seen that if an advertiser or other interested person may pay for any considerable number of subscriptions for others in this way, and they be allowed as "legitimate," it is easy to show a fictitious book transaction for such subscriptions, when in fact no money has passed; and that a publisher may thus completely circumvent the law by claiming as subscribers any number of persons whose names and addresses he can secure. It will also be quite clear that while this practice is allowed, the pound-rate privilege is no longer confined to publishers, but is the privilege of any person to circulate his advertising matter when presented in the form of a periodical publication and through the medium of a publisher.

HOUSE ORGANS.

The house organ is a publication the purpose of which is directly or indirectly to promote the other business of the publisher. Often a "dummy" publisher is provided in order to effectually conceal the true publisher and the real purpose. Frequently these publications are highly meritorious from a news or literary standpoint, and can well afford to be, so long as the Government is willing to pay the greater part of the cost of their distribution in the mails. The better the character of a house organ the more elusive and more unlikely it is to be detected by postal officials. It is probably the most difficult of all the abuses to locate. A publication strictly complying with the law and regulations in every sense may be admitted to the second-class rates of postage on one issue, and in its very next number it may develop into a house organ and escape notice as such for a very considerable time.

The public can usually be depended upon to subscribe for that which it actually wants, and does from the nature of things eschew the house organ as if by instinct; and as the law requires a "legitimate list of subscribers," the house organ publisher is put to desperate straits to comply with this provision. Bulk subscriptions, premiums to induce subscribers, and every conceivable means is resorted to in order to keep up an alleged "legitimate list of subscribers."

The scrutiny the Department is now giving this class of mail matter throughout the country, and the awakening of postmasters to their duties in this regard, is making the existence of the house organ less easy.

PREMIUMS TO SUBSCRIBERS.

A premium or other consideration as an inducement to subscription is the most vicious, most demoralizing, from an administrative standpoint, of all the abuses, because by the means of it others thrive. When a publisher fixes the subscription price of his publication he should be compelled to secure subscribers at that price. If the price be \$1 a year and the publisher is allowed to give a watch, a penknife, a chance to win a prize in a guessing contest, an article of wearing apparel, a piece of household furniture, or any other thing of value as an inducement to subscribe for the periodical, it is no longer possible to determine fairly for the Government whether the claimed list of subscribers is "legitimate" within the meaning of the law.

The theory of the premium practice is that while a publisher is seeking to establish his publication, or to enlarge its circulation, he may introduce it by giving something off the subscription price by the way of a premium. This practice has developed beyond all reason. Names are secured in this way, and claimed as subscribers, that may fairly be said in a majority of instances to represent no real demand for the publication itself; it is taken merely because it is an inseparable part of a seductive proposition. The article which is given as an inducement is so glowingly represented in the advertisement that the bait is effective, and alleged subscribers are secured notwithstanding the publication goes to the waste basket the moment it enters the household or the office.

It is gross injustice that the Government should pay any part of the cost of distribution through the mails of copies of a publication about which there is any question as to the desire therefor by the person to whom it is sent. The theory is that the second-class law was created for the people, for their advancement and betterment, not for the publisher; but of what advantage, or betterment, is a publication that is not read, however good it may be? The only certainty that a publication is of interest and will be read by the person who receives it, is that he, and no other, pays the subscription price in full. He only is a "legitimate" subscriber within the intent of the law. If advertisers would more thoroughly analyze this premium method of increasing circulation there would probably be a falling off of patronage of publications for which there is not a clear public demand in a list of subscribers who pay the full advertised price.

By premium schemes enormous circulations to claimed subscribers are worked up for publications which if they stood for patronage on their bare merits as news or literary journals, could not show more than a small percentage of subscribers as compared with the lists secured by premiums. A like inducement is required to keep the names on the list after each expiration. All of this is at the great expense of the people; they are taxed at least three-fourths of the cost of distribution of these copies, which in the main serve no better purpose than to kindle the fire, or to lumber the wastebasket, and to enable the publishers to demand a high rate for advertising space on account of large "public demand." The amended regulation of July 17, 1901, has in a measure cured this abuse; but it is not yet prohibited that a publisher may give a premium to induce a subscription.

The ruling of the Department under the amended regulation is that the premium may not be represented, or may not have an actual mar-

ket value greater than 50 per cent of the subscription price—that is to say, a publisher is allowed to discount the advertised subscription price 50 per cent—so the way is still open to evade the law.

If this practice of giving something in addition to the publication for the price paid were absolutely cut off, administration would be much easier and the people would reap the benefit in greater protection against abuses.

PRETENDED NEWSPAPERS AND PERIODICALS.

A publication of this class is difficult to define. No general rule can be applied. They are elusive, varying, and uncertain. Usually they are made up of matter clipped and used intact, or of matter “edited” from other publications. By this is meant that an article may be taken from one of the leading journals and the language and form of some of the sentences so changed as not to constitute an exact plagiarism. It is then reused with other matter similarly obtained, or perhaps some original matter, and put in a form of a newspaper or magazine, and is thus made the medium for carrying advertisements (its principal purpose) through the mails at the subsidized postage rate. Usually these publications have enormous circulations, worked up by premium inducements to subscription. The price being already nominal, if the publication were of value it would secure patronage from subscribers without extraneous inducements. In fact, these publications are generally nothing but combination circulars. A central publishing house is able to secure the advertising because of exceptionally cheap and convenient facilities for distribution. The so-called publishers are, in fact, advertising agents; they are not true publishers in the sense contemplated by law.

There are 16 publications of this sort in one State, the combined circulation of which amounts to about 7,000,000 copies of each issue—approximately 80,000,000 copies a year. In the case of one of them it required eight cars with a carrying capacity of 15 tons each to transport the copies issued during one official quarter. It is improbable that more than a small per cent of these copies are ever read or receive the scrutiny of the persons to whom they are sent, because they are not in response to a genuine public demand. They are advertising mediums and nothing more. Once a name is secured as a subscriber it is seldom relinquished. The Department is constantly in receipt of complaints from postmasters throughout the country that these publications are sent to persons who have been dead for years, or who have long since removed, or who absolutely refuse to take the paper from the post-office.

A NEW POSTAGE RATE RECOMMENDED.^a

A careful study of the subject of the second class of mail matter in all its phases will, I believe, be convincing that the 1 cent a pound rate for publishers, except in the case of daily, triweekly, semi-weekly, and weekly newspapers, is no longer a necessity.

The progress in methods and mechanical invention has so cheapened production that there is now no need of a subsidized postage rate for any other class of periodicals. Many publications are now sold as low

^a For other recommendations made in this report see pp. 577 and 578.

as 50 cents a year, and some as low as 10 cents a year. It can easily be figured what a small cost it is to a publisher to transmit twelve copies of a monthly to his subscribers, and whether or not it is now necessary to maintain the 1 cent a pound rate for this class. The law prohibits a nominal subscription rate.

A question is, Would the Department not now be justified in holding that 10, 12, 25, or 50 cents a year for a monthly publication is a nominal rate within the meaning of the law, and on that ground rule the publication into the third class of mail matter? Certainly the pound rate can not now be claimed for the reason that the publication is expensive and it is necessary to cheapen it to the people, for whose benefit, not the publishers, that rate was created. The truth is, that many of this cheaper class of periodicals would be given away if the law would permit. The practice is to maintain the fiction of a subscription price and to give back its equivalent in a premium.

Some of the most popular periodicals are open to the charge of being "house organs." The publishers are engaged in some other business or businesses which their periodicals are designed to promote. Nowadays but few book publishers are without their magazines. The same is true of the compounders of medicine, the dealers in carriages, the designers of fashion, and many others; all have their magazines. Ostensibly they are published for the "dissemination of information of a public character" among the people, and the matter they contain is high grade from a news or literary standpoint; but if the provision of the law prohibiting admission to the second class of publications principally designed for advertising purposes were strictly enforced—and this has never really been undertaken, or if it were the rule of this as of other departments of government (State and national) which award public money for a public purpose to construe the law strictly as against the grantee and liberally to the grantor, that is to say, take the benefit of all doubt to the Government—it is believed, considering their use to advance the other business or businesses of the publishers and the volume of the general advertising they carry, that some of our "best" periodicals would be deprived of the cent-a-pound rate.

The difficulties of administration of this subject are exceedingly intricate and perplexing. Every publisher seeks to gain the second-class rates. It seems that in the past the only thing necessary was to get out some kind of printed matter regularly and have some sort of a list of names which could be called subscribers. This laxity of administration has caused the "periodical" publishing business to be overloaded; and there exists to-day—and this is conceded by publishers themselves—several publications in almost every class where one is in actual public demand. The result is that all are scrambling for circulation in the highest state of competition, and the Government is wasting the money of the people in paying the greater part of the expense of distribution when the evidence of demand, "legitimate" subscriptions, which the law requires, is not present.

The solution of the whole problem is that a new postage rate be created and applied to all publications now admitted to the second class, except daily, triweekly, semiweekly, and weekly newspapers, in the sense in which we understand the word "newspaper." For all others a rate of postage of not less than 4 cents a pound should be established, and the usual conditions for admission to the second class applied, but eliminate the requirement of a list of subscribers, and

that the publication shall not be sold at a nominal rate or given away. Under this proposition these restrictions would still apply to newspapers; but in the case of periodicals, upon which a rate sufficient to pay the cost of handling is paid, they would be removed. No one will question the public benefit of genuine newspapers, and for these an absolutely free rate might be granted if the privilege could be properly confined. But I am constrained to say that it is unjustifiable to longer tax the people for any part of the cost of distribution in the mails of any other class of periodical publications.

I therefore propose a new rate at 4 cents a pound, to be paid in money on the bulk weight without regard to the number of pieces, the same as is now the case under the pound rate. This will simplify administration, simplify the matter for publishers, and remove the unjust burden from the shoulders of the people.

ONE-CENT POSTAGE.

There is a public impression, due to various statements in the newspapers and otherwise, that 1-cent postage is probable in the near future, as the practical result of some reforms with regard to the second class of mail matter.

In this connection it is deemed proper to state that it is altogether too soon to consider a reduction of the letter rate of postage on the mere basis that the reforms will save enough to the Government to compensate it for the loss of revenue through the reduction of the letter rate.

It will be interesting to note, however, in connection with my recommendation that a new postage rate be created for periodicals other than daily, triweekly, semiweekly, and weekly newspapers, that had this new rate and the anticipated rate of 1 cent per one-half ounce for letters existed during the last fiscal year the result, based upon an estimate, would have been as follows:

24 per cent loss of postage on first-class matter	\$19, 539, 520. 95
Increase from new rate for periodicals	3, 639, 122. 85
Net loss	15, 900, 398. 10
Deficiency for the year	2, 544, 424. 76
Deficiency on account of previous years	393, 225. 05
Aggregate estimated deficiency for the year	18, 838, 047. 91
or in round numbers, \$19,000,000.	

From the foregoing it will be seen that even under an increase in the rate of postage on periodicals as recommended, it will not be practicable to establish a 1-cent letter rate before the postal service is thoroughly adjusted, not only to the reforms relating to the second class of mail matter, but also to the enormous expenditures necessary to completely and satisfactorily establish the rural free-delivery system, which is now the settled policy of the Government.

From the statements made throughout this report (relative to the comparative weight of the different classes of mail matter and the revenue therefrom), it will be seen that the postal system is largely monopolized by publishers with more than two-thirds of the total weight of all mail matter from which revenue is derived, for which they pay but about one twenty-fourth of the total postage revenue.

RECOMMENDATIONS.^a

CONSOLIDATION OF THIRD AND FOURTH CLASS MATTER.

The difficulty of differentiating between third and fourth class matter is annoying to the postal official and irritating to the public. This irritation is accentuated by the well-known fact that under the parcels-post arrangements matter of the fourth class (merchandise) is sent to certain foreign countries in packages larger than are admissible to the domestic mails and at less than the domestic rate of postage—1 cent an ounce or fraction thereof.

The knowledge that this rate is conceded by the Department to be in excess of the actual cost of transportation and handling, that the third-class rate of postage fully covers such cost, and that the volume of fourth-class matter constitutes but a small portion of matter transmitted in the domestic mails, justifies a demand for relief.

It is estimated that the weight of matter of the fourth class carried in the domestic mails during the past fiscal year was 24,386,211 pounds, or 3.27 per cent of the total postage-producing matter carried, and that the revenue therefrom was \$4,163,602.45, or 3.57 per cent of the entire postage receipts.

The amount of regular third-class matter carried during the same period was 92,573,141 pounds, or 12.41 per cent of mail matter carried, and the postage received therefrom was \$13,716,358.17, or 11.75 per cent of the entire postage revenue.

The weight of seeds, cuttings, etc. (fourth-class matter mailed at the third-class rate), is estimated at 5,156,245 pounds, or 0.69 per cent of the total carried, and the postage thereon was \$478,243.02, or 0.41 per cent of the postage revenue.

The average postage per pound received on these classes of mail matter is estimated as follows:

Third-class matter (printed matter other than periodical publications of the second class)	\$0. 14816
On seeds, etc. (fourth-class matter mailed at the third-class rate) .....	. 09275
On fourth-class matter (all mailable matter not included in the first, second, and third classes) .....	. 17073

It will be observed that fourth-class matter constitutes a comparatively small item as to weight; that the revenue received at the fourth-class rate is \$4,163,602.45; that the revenue which would be received on this matter were it mailed at the third-class rate would be \$3,613,061.02, making a difference of only \$550,541.43.

It is, however, fair to assume that the average weight of packages of fourth-class matter is heavier than many which are mailed at the third-class rate, and that the average weight of packages of seeds approximate more nearly thereto. Assuming, therefore, that the packages of fourth-class matter are of the average weight of seeds, the revenue thereon at the "seed" rate (0.0975) would be \$2,261,821.53. Deducting this from the revenue received at the 1-cent-an-ounce rate, there would be an apparent loss of \$1,901,780.92.

The experience of the Department shows that where there has been a reduction in the postage rate, there has been a corresponding increase in the amount of matter mailed. It may reasonably be assumed that if these two classes of mail matter were consolidated, no material loss

^aFor other recommendation made in this report see page 574.

of revenue would result, while the cause of existing friction and annoyance would be removed, and the business interests of the country would be served.

In view of these facts, I suggest that the consolidation of the third and fourth classes of mail matter, at a postage rate of 1 cent for each 2 ounces or fraction thereof, be recommended to Congress.

MAILING OF CERTAIN MATTER WITHOUT STAMPS AFFIXED.

I recommend that Congress be asked to authorize the Postmaster-General to accept, under suitable regulations, mailings of large quantities of identical pieces of printed matter and small articles of merchandise without the necessity of affixing postage stamps to the individual pieces. There is no danger of loss in such a practice. The Department is capable of providing for the collection and safe accounting for the full revenue under such authority. A very considerable economy would be effected. The Department would save the expense of manufacturing stamps, the sale of them to the public, and the labor of canceling the stamps on the individual pieces in the post-offices after mailings. On the public side there would be a saving of the labor of attaching postage stamps to the individual pieces. In the interest of the business public I urge this upon your consideration.

REPLY ENVELOPE AND POSTAL CARD.

I renew my recommendation of last year, that Congress be asked to pass a law providing for a reply-envelope and reply postal-card service under a plan for the collection of postage at the place of delivery rather than at the place of mailing.

PENALTY ENVELOPES AND THE FRANKING PRIVILEGE.

On April 1 last, all questions concerning the use and abuse of the official penalty envelope and the franking privilege were transferred from the office of the First Assistant Postmaster-General to the office of the Third Assistant Postmaster-General.

Comparatively few cases involving the use of the penalty envelope in violation of law have been brought to attention, and of those considered it has been found that the persons at fault were as a rule not familiar with the restrictions placed by law upon the use of that envelope. Instances have arisen where newspapers, magazines, pictures, merchandise, pension vouchers, tobacco records, and at times private correspondence have been transmitted in official penalty envelopes in violation of law.

Perhaps the greatest abuse of the penalty envelope which has been brought to attention is the practice of Government officers unlawfully furnishing penalty envelopes or labels to private persons to enable them to transmit free of postage books and other articles purchased from Government contractors or donated to the Government.

While this abuse may be considered as technical, the fact remains that it is a violation of the law.

The abuse of the franking privilege has been much more extensive than that of the official penalty envelope or label. Almost every conceivable article of merchandise has, at one time or another, been offered for mailing under the franks of members of Congress, including sacks and packing boxes, some empty and others loaded with miscellaneous articles of all kinds. Indeed, there seems to be a general

misunderstanding as to the limits within which official franks may be legitimately used under the statute.

During the progress of campaigns it appears to be quite a common practice to circulate in franked envelopes campaign documents, circulars, and communications asking for support in securing renomination or election to Congress.

Under the law specific provision is made whereby those entitled to use the official penalty envelope may furnish addressed copies thereof to persons from whom official information is desired. No similar provision is made in behalf of those entitled to the franking privilege, and yet frequent instances have arisen where franked envelopes have been furnished in which to transmit political information for electioneering purposes to the persons whose frank they bear. The official frank has also been used upon matter entirely of a private nature.

These of course are all violations of the law, and their correction not infrequently causes indignant protest and unpleasant friction.

No penalty is provided for the abuse of the franking privilege, and the Department is restricted in its efforts to prevent violations of the law thereunder to simply calling the attention of the person whose frank is misused to that fact. This in a large majority of instances has been sufficient, but as the law now stands the Department appears to have no power to correct the willful abuse of the franking privilege.

NUMBER OF PIECES OF MATTER MAILED DURING THE YEAR.

The following table shows the estimated number of pieces of matter of the several classes mailed throughout this country and to foreign countries during the year:

First-class matter:	Number of pieces.
Paid.....	3, 732, 031, 938
On official business, free	139, 151, 837
Total paid and free	3, 871, 183, 775
Postal cards.....	740, 087, 805
Second-class matter:	
Mailed at the pound rate.....	1, 862, 024, 672
Mailed free within county of publication.....	340, 945, 440
Mailed for local delivery by carriers, with stamps affixed.....	24, 206, 320
Transient second-class matter	122, 494, 703
Total second-class matter.....	2, 349, 671, 135
Third-class matter:	
Books, pamphlets, circulars, and miscellaneous printed matter...	956, 911, 198
Fourth-class matter:	
Merchandise, etc. (including seeds, scions, bulbs, etc., at third-class rate)	84, 798, 683
Matter to foreign countries:	
First-class matter.....	54, 487, 403
All other matter.....	28, 306, 860
Total to foreign countries	82, 794, 263
Grand total.....	8, 085, 446, 859

NOTE.—The above estimate of first-class matter (except postal cards), second and third class matter, and matter to foreign countries is based upon the count and weighing of 1890 (P. M. G.'s report for 1890, pp. 51-52) increased at the rate per cent of increase of revenue from the sale of postage stamps and other stamped paper (100.6 per cent).

It has been customary to give the number of postal cards actually issued during the year as an estimate of the number used. This year the number issued was less than the number issued last year, owing to the fact that no cards were manufactured from December 30 to March 6 because of the delay of the contractor in beginning the manufacture of cards under the new contract. It can readily be seen that the number of cards actually issued would not show the number of cards actually used. The estimate given, therefore, is based upon the number of cards issued during 1901 increased by the rate per cent of increase over 1900 (12.2 per cent).

The number of pieces of second-class matter mailed at the pound rate, and free in the counties of publication, is based upon the actual weight of such matter mailed during the year, increased at the estimated number of pieces per pound (4.1 for the former and 10 for the latter) shown by the count and weighing of 1890.

The number of newspapers and periodicals mailed for local delivery by carriers, with stamps affixed, is estimated upon the ratio of the weight of that matter to the weight of second-class matter paid at the pound rate (1.3 per cent) shown by the count and weighing of 1890.

The number of pieces of transient second-class matter is estimated upon the ratio of the weight of that matter to all other second-class matter (5.5 per cent) shown by the count and weighing of 1890.

DIVISION OF FILES AND RECORDS.

The total number of letters and parcels received, opened, and examined in this division during the year was 2,036,800. Of these letters and parcels, 425 contained money and 17,589 contained postage stamps, stamped envelopes, and postal cards transmitted by postmasters for redemption or credit in their accounts.

The number of registered letters and parcels was 17,584.

Of the letters received, 28,473 were briefed, recorded in the indexes, and filed after final action upon them.

The number of outgoing letters copied, indexed, and mailed was 42,655.

OFFICE OF CHIEF CLERK.

SPECIAL-DELIVERY SYSTEM.

The special-delivery service, since its establishment in 1886, was conducted under the control of this office until April 26, 1902, when it was transferred to the First Assistant Postmaster-General, in accordance with the new postal laws and regulations, effective April 1, 1902. This office, therefore, not having complete records, no report is made.

NEW CONTRACTS.

DEPARTMENTAL ENVELOPES.

Under the requirements of the ninety-sixth section of the act of Congress of January 12, 1895, and in accordance with an advertisement dated March 4, 1902, sealed proposals were invited for furnishing such envelopes to the several Executive Departments of the Government as they might require during the fiscal year ending June 30, 1903.

Seven bids were received, and opened on May 1, 1902, the date set for that purpose, and contracts were awarded and duly entered into with the respective bidders for furnishing these envelopes during the year named, as follows:

The United States Envelope Company, of Springfield, Mass.: For a portion of the white envelopes, all of the cream-laid and azure-blue envelopes, and a portion of the cloth-lined and manila envelopes.

Wolf Brothers, Philadelphia, Pa.: For a portion of the white, manila, and miscellaneous envelopes.

R. Carter Ballantyne, Washington, D. C.: For a portion of the cloth-lined and miscellaneous envelopes.

R. P. Andrews & Co., Washington, D. C.: For a portion of the miscellaneous envelopes.

James Norman Rupp, Washington, D. C.: For a portion of the miscellaneous envelopes.

The American News Company, New York, N. Y.: For a portion of the miscellaneous envelopes.

The Marcus Ward Company, New York, N. Y.: For a portion of the miscellaneous envelopes.

There was an increase of competition over the previous year on white, cream-laid, azure-blue, and manila envelopes, which resulted in a reduction in the price of many of the items.

Contracts for miscellaneous envelopes were awarded to the respective bidders for all the styles and makes on which there was no competition which were submitted as being equal to the respective items called for in the specifications, in order to reduce to the minimum the necessity for going into the open market to make purchases of miscellaneous envelopes and to permit selections from the greatest variety of styles and makes by the several Executive Departments. Contracts were awarded to the lowest bidder where competition existed, and in part to each bidder in the case of tie bids.

REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

Since the close of this fiscal year, under an advertisement dated July 1, 1902, inviting sealed proposals for furnishing to the Post-Office Department registered package, tag, official, and dead-letter envelopes during the period of one year, beginning October 1, 1902, the following bids were received:

Name of bidder.	Total for the year.
Clarence Wolf, of Philadelphia, Pa.....	\$120, 209. 06
The Hartford Manufacturing Co., of Hartford, Conn.....	119, 826. 04

The Hartford Manufacturing Company being the lowest bidder in the aggregate, the contract was awarded to it and duly entered into. There was but one bidder the previous year, and the competition this year resulted in lower prices on a number of items.

ADHESIVE POSTAGE STAMPS AND BOOKS OF STAMPS.

The agreement with the Treasury Department (Bureau of Engraving and Printing) for the manufacture of adhesive postage stamps and books of stamps expired with June 30, 1902. Under the authority of the act of Congress approved April 1, 1902, a proposal was submitted by the Bureau giving the prices at which it would continue the manufacture of adhesive stamps and books of stamps. These prices were considered excessive. Sealed proposals were invited, by advertisement under date of July 10, 1902, for furnishing adhesive stamps and

books of stamps to the Department for four years, beginning November 1, 1902. In response to that advertisement two bids were received and opened on August 1, 1902, the date set for that purpose, and found to be as follows:

Name of bidder.	Total for 1 year.
American Bank Note Co., of New York, N. Y.	\$293, 405. 38
Bureau of Engraving and Printing of the Treasury Department.	290, 354. 47

The Bureau being the lowest bidder, an award to it was made and an agreement was thereafter duly entered into between the Postmaster-General and the Secretary of the Treasury, which took effect November 1, 1902. By agreement, the adhesive stamps and books of stamps furnished by the Bureau from July 1 to November 1 were paid for at the prices named in the new contract. The prices in the new contract are 15 per cent lower than the prices named in the first proposition of the Bureau, but are somewhat higher on stamps and lower on stamp books than the prices up to July 1, 1902.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

Since the time covered by this report sealed proposals were invited under date of August 12, 1902, for furnishing stamped envelopes and newspaper wrappers to the Department during the four years beginning January 1, 1903. On September 16, 1902, the date set for that purpose, bids were opened and found to be as follows:

Name of bidder.	Total for 1 year.
Purcell Envelope Co., of Holyoke, Mass.	\$694, 244. 15
Wolf Bros., of Philadelphia, Pa.	684, 449. 75
The Hartford Manufacturing Co., of Hartford, Conn.	668, 414. 40

The Hartford Manufacturing Company being the lowest bidder in the aggregate, the contract was, under date of September 19, awarded to it, but has not yet been completed. The prices under the new contract are somewhat higher than those in the existing contract.

REGISTRY SYSTEM.

The following is the report of the superintendent of the registry system, which is incorporated as a feature of my report:

POST-OFFICE DEPARTMENT,
THIRD ASSISTANT POSTMASTER-GENERAL,
OFFICE OF THE SUPERINTENDENT OF THE REGISTRY SYSTEM,
Washington, D. C., October 21, 1902.

SIR: I have the honor to submit herewith the annual report of the operations of the registry system during the year ended June 30, 1902.

Appended to this report and forming a part thereof, I submit tabulated statements showing for the fiscal year ended June 30, 1902—

1. The total number of letters and parcels, domestic, foreign, and free, registered at all post-offices in each State, together with the aggregate registered in all the States,

with the amount of registry fees collected therefor during the fiscal year, and the percentage of increase or decrease, as well as a recapitulation of the whole.

2. The operations of the registry service at the sixty leading registry cities of the country.

3. The total number and value of registered letters and parcels transmitted in the registered mails for the Treasury and Post-Office departments.

All postmasters are required to render to the Third Assistant Postmaster-General, on the 1st day of January and July, respectively, of each year, a report showing separately the number of letters and parcels, domestic, foreign, and free, registered during the preceding six months of the year, not only at their main offices but at their stations, as well as their registrations by city letter carriers and rural carriers.

From those reports it appears that the volume of registry business transacted during the year was as follows:

Total number of domestic paid letters registered.....	14,930,270
Total number of domestic paid parcels registered.....	2,705,801
Total number of foreign paid letters registered.....	1,725,016
Total number of foreign paid parcels registered.....	267,066

Total number of paid registrations.....	19,628,143
Total number of articles registered free.....	3,203,257

Total number of articles registered, paid and free.....	22,831,400
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Amount collected for registration fees.....	\$1,570,251.44
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As compared with a similar statement of the volume of business transacted during the fiscal year ended June 30, 1901, these figures show—

An increase in the number of domestic letters registered of.....	1,234,111
An increase in the number of domestic parcels registered of.....	444,834
An increase in the number of letters for foreign destinations registered of.....	287,041
An increase in the number of parcels for foreign destinations registered of.....	44,879

Or a total increase in the number of letters and parcels on which the registry fee was paid of.....	2,010,865
Representing an increase of registry fees of.....	\$160,869.20
There was an increase in the number of articles registered free of.....	6,034

The following table, showing the paid registrations since July 1, 1882, together with the increase or decrease of each year as compared with the previous year, is prepared for the purpose of comparison:

Paid registrations for twenty years, beginning with the fiscal year ended June 30, 1883.

Year.	Total paid registrations.	Increase over previous year.
1883.....	9,265,497	850,518
1884.....	9,570,593	306,096
1885.....	9,288,984	(a)
1886.....	9,699,527	410,543
1887.....	10,346,768	647,241
1888.....	11,251,544	904,776
1889.....	11,510,825	259,281
1890.....	12,164,169	653,344
1891.....	12,389,067	224,898
1892.....	12,544,010	154,943
1893.....	12,802,394	258,384
1894.....	12,461,438	(a)
1895.....	11,744,525	(a)
1896.....	12,192,361	447,836
1897.....	11,690,406	(a)
1898.....	12,477,498	787,092
1899.....	13,411,084	933,586
1900.....	15,392,936	1,981,852
1901.....	17,617,278	2,224,342
1902.....	19,628,143	2,010,865
Total.....	247,449,047	13,064,697
Average yearly registrations.....	12,372,452.3	

a Decrease.

Decrease in paid registrations:

1885 from 1884	281,609
1894 from 1893	340,956
1895 from 1894	716,913
1897 from 1896	501,955

Total decrease in twenty years	1,841,433
Total net increase in twenty years	11,213,164

From this table it will be seen that the total paid registrations during the period of twenty years, beginning with the fiscal year of 1883, were 247,449,047, or an average of 12,372,452 paid registrations per year.

The paid registrations for the fiscal year ended June 30 last (19,628,143) exceeded this yearly average by 7,255,691, or 58.64 per cent.

The average rate of increase per year in paid registrations during the period of twenty years beginning with the fiscal year ended June 30, 1883, was 560,658.2.

The increase for the last fiscal year (2,010,865), as compared with the fiscal year of 1901, exceeds this average rate of increase by 1,450,207, or 258.66 per cent.

The total net increase in the twenty years' period beginning with the fiscal year ended June 30, 1883, and closing with the last fiscal year was 11,213,164.

The total net increase in paid registrations during the three fiscal years ended June 30, 1900, 1901, and 1902, aggregates 6,217,059, or 55.44 per cent of that for the past twenty years.

Notwithstanding the abnormal increase in paid registrations for the year ended June 30, 1901, over the year ended June 30, 1900, the increase in paid registrations this year over the total number of paid registrations during the previous year has reached the enormous figure of 2,010,865.

It will be seen by Table No. 11, opposite page 620, that every State and Territory in the country shows an increase in paid registrations, except the State of Tennessee, where the decrease is but 5 per cent. In the larger cities of the latter State, however, the amount of paid registrations during the year is considerably larger than that for the year previous.

The free registrations increased but 6,034. The decrease in free registrations in Washington, D. C., alone was 49,111.

The increase in paid registrations during the three years of your administration, over previous years, has been as follows:

1899-1900	1,981,852
1900-1901	2,224,342
1901-1902	2,010,865

Total increase for the three years	6,217,059
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The annual increases in the revenues of the Department, due to registry fees alone, during the three years aggregated \$497,364.72, an average increase of \$165,788.24 each year—while the annual increase in registry fees for the fiscal year ended June 30, 1899, which was the year immediately preceding the above period, was but \$74,686.88.

The great increase in registry business can be properly credited to the energetic and business-like methods of the Department during the past few years, as well as to the innovations and improvements effected during that period.

It will be seen by Table No. 12, opposite page 620, that the custom of publishing a list of the 30 cities of the country doing the largest registry business has been changed, the list having been enlarged so as to comprise the 60 leading registry cities of the country. The registry business is increasing so rapidly that to limit this list to 30 cities appears to be an injustice to postmasters at large cities, who, as a result of their efforts in behalf of this branch of the service, can make comparisons with other offices, which they could not do if the list were limited to 30 cities; and while their business is increasing greatly every year, it would be almost impossible for them to increase to such proportions as would entitle them to a place in a table comprising only 30 of the leading cities.

One of the remarkable features of this table shows that the paid registrations of the thirtieth city on the list were 42,855. The thirtieth city in the similar table for the year ended June 30, 1899, showed only 24,512 paid registrations during that year; the latter number is equaled in the present table by the registrations of the forty-ninth office on the list.

Another important fact brought out by an examination of this table is that the percentage of total increase in paid registrations at the first 30 cities named in the list is the same (16 per cent) as at the second 30 cities, taken as a whole. This fact is mentioned as an example of the general uniformity of increase in paid registrations throughout the larger cities of the country.

Table No. 11, opposite page 620, shows that the increase in the total paid registrations of the country was 11.41 per cent. Thus it will be seen that the increase at the larger offices was greater than at the smaller offices. It is very probable that this is in part accounted for by the facilities afforded the public in the large cities for registering their valuable letters and parcels by letter carriers, and through the policy of the First Assistant Postmaster-General in establishing numerous post-office stations in the large cities.

CORRECT REPORTS DIFFICULT TO SECURE.

The conditions prevailing when the last report of the superintendent of the registry system was submitted, which called forth the subject relating to the difficulty in securing correct reports from postmasters, have not improved since the time when that report was rendered.

Notwithstanding the phenomenal increase in paid registrations, as reported for the fiscal year just ended, there can be no doubt that the reports received fail to show the entire registrations of the country.

In substantiation of this claim it is but necessary to state that in the State of Pennsylvania, out of 300 notices sent to postmasters whose returns appeared on their face to indicate that the registrations were greater than reported, 89 postmasters who had originally reported 5,021 paid registrations sent corrected reports showing the registrations to be 9,935. In every one of these cases the postmaster's first figures reported registrations for three months instead of for six months. It is therefore presumed by this Office that reports from other States would show similar inaccuracies.

Inasmuch as reports are only returned if the figures positively show, when compared with the registrations for the same period of the previous year, either that they are incorrect or that the registry business has decreased, it is therefore impossible to discover erroneous reports from offices whose actual business during the period reported has materially increased over that of the same period of the previous year.

Notwithstanding the wide circulation of the fact that reports are due immediately after the close of business on December 31 and June 30 of each year, it is necessary to send out thousands of circulars to delinquent postmasters; and at this day there are fully 900 postmasters who have failed to render reports covering any part of the period of six months ended June 30, 1902.

CITY CARRIER REGISTRATION.

At the close of the fiscal year free-delivery service was in operation in 933 cities, 17,785 carriers being employed. This represents an increase of 67 free-delivery offices and 1,396 carriers during the year.

During the latter part of the fiscal year ended June 30, 1900, the carrier registration service was extended to all post-offices having city free-delivery service at that time. At all offices where free-delivery service has been subsequently established the introduction of carrier registration service has been coincidental with the establishment of free delivery.

The following table shows, by States and Territories, the total number of registrations by city letter carriers during the year just ended as compared with those of the year ended June 30, 1901. The figures are taken from special reports received at this Office from every free-delivery post-office in the country.

Comparative statement of registrations by city letter carriers throughout the country during the fiscal years ended June 30, 1901, and June 30, 1902, respectively.

States and Territories.	1901.	1902.	Increase.		Decrease.	
			Regis- trations.	Per cent.	Regis- trations.	Per cent.
Alabama.....	873	2,500	1,627	186.36		
Alaska.....						
Arizona.....	81	26			5	16.12
Arkansas.....	1,256	1,585	330	26.29		
California.....	2,906	4,610	1,704	58.63		
Colorado.....	2,418	4,360	1,944	80.46		
Connecticut.....	6,817	7,005	688	10.89		
Delaware.....	363	669	306	84.29		
District of Columbia.....	939	1,657	718	76.46		
Florida.....	944	888			56	5.98
Georgia.....	1,775	2,196	421	23.71		
Hawaii.....		47	47			
Idaho.....	23	87	14	60.86		
Illinois.....	21,257	27,615	6,358	29.91		
Indiana.....	7,492	10,540	3,048	40.68		
Indian Territory.....						
Iowa.....	2,786	2,313			473	16.97
Kansas.....	1,302	1,767	465	35.71		
Kentucky.....	4,826	5,516	1,190	27.60		
Louisiana.....	3,185	3,479	294	9.23		
Maine.....	2,016	2,697	681	33.77		
Maryland.....	2,132	2,976	844	39.58		
Massachusetts.....	25,314	33,212	7,898	31.20		
Michigan.....	13,022	23,776	10,754	82.58		
Minnesota.....	3,823	4,749	926	24.22		
Mississippi.....	606	641	35	5.77		
Missouri.....	13,888	17,147	3,259	23.46		
Montana.....	207	440	233	112.56		
Nebraska.....	1,067	1,509	452	42.76		
Nevada.....	8	2			6	75.00
New Hampshire.....	3,403	3,519	116	3.40		
New Jersey.....	12,711	15,303	2,592	20.39		
New Mexico.....	15	59	44	293.33		
New York.....	25,313	30,992	5,679	22.43		
North Carolina.....	822	768			54	6.56
North Dakota.....	71	61			10	14.08
Ohio.....	21,601	31,260	9,659	44.71		
Oklahoma.....	33	59	26	78.78		
Oregon.....	271	581	260	95.94		
Pennsylvania.....	25,708	33,977	8,269	32.16		
Porto Rico.....		291	291			
Rhode Island.....	4,896	7,245	2,349	47.97		
South Carolina.....	728	1,070	342	46.97		
South Dakota.....	81	77			4	4.93
Tennessee.....	4,521	6,071	1,550	34.28		
Texas.....	3,151	3,810	659	20.91		
Utah.....	282	740	458	162.41		
Vermont.....	955	932			23	2.40
Virginia.....	1,887	3,031	1,144	60.62		
Washington.....	2,542	1,801			741	29.15
West Virginia.....	3,931	7,086	3,155	80.25		
Wisconsin.....	4,500	5,288	788	18.40		
Wyoming.....	31	62	31	100.00		
Total.....	237,716	317,942	80,226	33.74		

The registration of letters by carriers throughout the residential districts of cities is a logical and necessary element in the registry system, in order to make this important branch of the postal service of the greatest possible benefit to the whole public. That it is appreciated by the public is attested by the fact that the letters registered in this manner during the year just ended exceeded in number those of the previous year by more than one-third.

An inspection of the foregoing table reveals the fact that the greatest increases have been made in those States where the registrations by city letter carriers were most numerous during the fiscal year ended June 30, 1901.

The following table shows the 60 cities of the country leading in carrier registration during the past year, and, for the purpose of comparison, the figures at the same cities during the preceding year:

Comparative statement of registrations by city letter carriers at the 60 cities of the country leading in that feature of the registry service during the fiscal years ended June 30, 1901, and June 30, 1902, respectively.

Post-office.	1901.	1902.	Increase.	
			Registra- tions.	Per cent.
1. Chicago, Ill.	14,443	17,074	2,631	18.21
2. Detroit, Mich.	8,569	15,073	6,504	129.45
3. St. Louis, Mo.	12,014	14,648	2,634	21.92
4. Boston, Mass.	8,882	13,119	4,237	47.70
5. Cleveland, Ohio	6,174	6,894	1,720	33.24
6. Cincinnati, Ohio	4,961	6,310	1,349	27.19
7. Philadelphia, Pa.	3,845	5,597	1,752	45.56
8. Pittsburg, Pa.	4,398	5,154	761	17.32
9. Buffalo, N. Y.	2,894	4,943	2,069	71.89
10. Providence, R. I.	2,706	4,284	1,578	58.31
11. Sistersville, W. Va.	2,933	4,216	1,283	43.74
12. Brooklyn, N. Y.	3,089	3,654	565	18.29
13. Dayton, Ohio.	3,283	3,609	326	9.92
14. New York, N. Y.	3,553	3,882	329	9.26
15. Louisville, Ky.	2,694	3,294	600	22.27
16. Milwaukee, Wis.	2,838	2,932	94	3.31
17. Worcester, Mass.	2,767	2,842	75	2.71
18. Nashville, Tenn.	1,698	2,757	1,059	62.36
19. New Orleans, La.	2,782	2,649	133	4.78
20. Johnstown, Pa.	1,522	2,523	1,001	65.76
21. Baltimore, Md.	1,943	2,498	555	28.56
22. Toledo, Ohio	1,599	2,498	899	56.22
23. Newark, N. J.	2,141	2,428	287	13.40
24. Allegheny, Pa.	1,715	2,376	661	38.54
25. Denver, Colo.	1,858	2,349	491	26.42
26. Trenton, N. J.	1,512	2,292	780	51.58
27. Chattanooga, Tenn.	1,722	2,113	391	22.70
28. Minneapolis, Minn.	1,767	2,068	301	17.08
29. Indianapolis, Ind.	1,620	1,942	322	19.87
30. Saginaw, Mich.	1,214	1,910	696	57.33
31. Kansas City, Mo.	455	1,787	1,332	292.74
32. Concord, N. H.	1,787	1,771	34	1.95
33. St. Paul, Minn.	1,215	1,718	503	41.39
34. Washington, D. C.	989	1,657	718	76.46
35. Los Angeles, Cal.	684	1,628	944	138.01
36. Paterson, N. J.	1,309	1,569	260	19.86
37. Syracuse, N. Y.	1,062	1,523	461	43.40
38. Portland, Me.	784	1,509	725	92.47
39. Brockton, Mass.	935	1,487	552	59.08
40. Youngstown, Ohio	760	1,469	709	93.28
41. Birmingham, Ala.	308	1,465	1,157	375.64
42. Bridgeport, Conn.	1,008	1,449	441	43.75
43. Joliet, Ill.	802	1,439	637	79.42
44. Albany, N. Y.	1,536	1,325	211	13.73
45. Newport, R. I.	743	1,271	528	71.06
46. Canton, Ohio.	298	1,269	976	333.10
47. Wheeling, W. Va.	856	1,244	389	45.42
48. Newton Center, Mass.	819	1,207	388	47.37
49. Terre Haute, Ind.	551	1,143	592	107.44
50. Reading, Pa.	751	1,114	363	48.33
51. New Bedford, Mass.	1,315	1,113	202	15.36
52. Wilkesbarre, Pa.	920	1,108	188	20.43
53. Columbus, Ohio	859	1,099	240	27.98
54. Rochester, N. Y.	1,141	1,086	55	4.82
55. Lafayette, Ind.	481	1,061	580	120.58
56. Springfield, Mass.	755	1,057	302	40.00
57. Marquette, Mich.	580	1,055	475	81.89
58. Seattle, Wash.	2,130	1,043	1,087	50.79
59. Springfield, Ill.	105	1,023	918	874.28
60. Evansville, Ind.	938	1,015	77	8.20
Total	135,891	187,187	51,246	37.71

^a Decrease.

It will be noted that the above table conforms in but a very small degree with a list comprising the 60 most populous cities of the country, and that there are to be found named in it many offices at which the number of carriers employed is less than the average for the entire country. There are also many post-offices named in Table No. 12, opposite page 620, showing the 60 cities of the country leading in the registry service in general, which do not appear on the above list.

It is my opinion that the relative rank of the offices shown by the above table is governed more by the personal interest shown in carrier registration by postmasters

and carriers than by the population or the number of carriers employed. It is, of course, probable that a few of the offices have obtained a higher rank by reason of the extension of carrier registration to the business districts. Taken as a whole, however, it is believed that if a table could be made showing relatively the 60 cities of the country where the registry service (or, indeed, the whole postal service) receives the most careful attention of postmasters and their letter carriers, it would include the names of most of the post-offices mentioned in the foregoing list.

On July 1, 1902, a special request was sent to the postmaster at every free-delivery office in the country, for the names and cap numbers of the three letter carriers at his office or stations who, when the peculiar conditions on their respective routes were considered, made the best showing in carrier registration during the preceding fiscal year—together with the number of letters registered by each. From the reports received in answer to that request the following tables have been compiled.

The first table gives a list of the 60 cities of the country at which the greatest number of letters were registered during the year by any individual carrier, as shown by the postmasters' reports.

Carrier.	Cap No.	Post-office.	Registrations.
1. W. L. Black.....	3	Sistersville, W. Va.....	4,034
2. John L. Kehoe.....	43	Providence, R. I.....	1,820
3. John J. Dowd.....	1	Worcester, Mass.....	1,002
4. John J. Miller.....	255	St. Louis, Mo.....	999
5. H. S. Brittell.....	3	Marquette, Mich.....	951
6. T. F. Campbell.....	620	Boston, Mass.....	815
7. Chas. R. Raedel.....	8	Canton, Ohio.....	797
8. Milton M. Thomas.....	11	Johnstown, Pa.....	794
9. Darius Hutton.....	187	Pittsburg, Pa.....	632
10. Walter A. Chase.....	9	Concord, N. H.....	620
11. George E. Goebel.....	9	Joliet, Ill.....	613
12. Charles B. Felton.....	4	Sunbury, Pa.....	609
13. George B. Alexander.....	29	Newark, N. J.....	602
14. George W. Green.....	19	Bridgeport, Conn.....	501
15. W. E. Lilly.....	19	Chattanooga, Tenn.....	498
16. Frank P. Logan.....	42	Denver, Colo.....	474
17. John I. Farwell.....	45	Newton Center, Mass.....	473
18. Eustace Field.....	18	Brockton, Mass.....	443
19. W. S. Wightman.....	67	Detroit, Mich.....	437
20. George E. Smith.....	4	Lafayette, Ind.....	433
21. John Maxam.....	10	Saginaw, Mich.....	429
22. Clarence Stemple.....	18	Youngstown, Ohio.....	420
23. William P. Chatten.....	15	Trenton, N. J.....	402
24. E. J. Scanlan.....	2	Freeport, Ill.....	379
25. S. J. Milliron.....	41	Nashville, Tenn.....	372
26. Charles Fink.....	345	Chicago, Ill.....	360
27. Frank A. Gles.....	11	Easton, Pa.....	340
28. Leonard G. Davis.....	136	Cleveland, Ohio.....	326
29. R. E. Davis.....	4	Pinebluff, Ark.....	281
30. Geo. T. Giotfelter.....	103	Minneapolis, Minn.....	274
31. James W. Shuff.....	10	Allegheny, Pa.....	265
32. John C. Herbert.....	9	Portsmouth, Va.....	265
33. Frank A. Somers.....	1	Urbana, Ill.....	259
34. Hugh J. Savage.....	337	Cincinnati, Ohio.....	248
35. J. Oscar Bailey.....	4	Wallingford, Conn.....	243
36. Charles L. Hicks.....	34	Toledo, Ohio.....	242
37. John H. Krons.....	4	Dayton, Ohio.....	241
38. Charles H. Titus.....	4	Everett, Wash.....	232
39. T. L. Crowell.....	5	Perth Amboy, N. J.....	228
40. George M. Mantz.....	3	Middletown, Ohio.....	227
41. Benjamin F. Garwood.....	18	Terre Haute, Ind.....	225
42. John H. Hoyer.....	16	Taunton, Mass.....	220
43. J. W. Moore.....	19	Elmira, N. Y.....	214
44. John P. Boos.....	149	Buffalo, N. Y.....	211
45. Raphael Holcombe.....	3	Elyria, Ohio.....	204
46. John Allen.....	4	Westerly, R. I.....	203
47. F. J. Schmidt.....	9	Bayonne, N. J.....	202
48. W. R. Reilly.....	8	Danville, Ill.....	202
49. Thomas F. Lynch.....	6	Shamokin, Pa.....	201
50. Chas. A. Willoughby.....	49	Indianapolis, Ind.....	200
51. John C. Allen.....	1	Macon, Ga.....	200
52. Edward E. Shaw.....	24	New Bedford, Mass.....	198
53. John N. Bauer.....	2	Springfield, Ohio.....	198
54. Wm. C. Marchant.....	4	Port Jervis, N. Y.....	197
55. H. S. Jones.....	10	Birmingham, Ala.....	196
56. W. Scott Fry.....	19	Chester, Pa.....	195
57. Myron C. Kline.....	15	Allentown, Pa.....	194
58. Juan J. Renta.....	1	Ponce, P. R.....	193
59. Ralph D. Platt.....	4	Niles, Mich.....	188
60. Jeremiah Callahan.....	20	Portland, Me.....	188

It will be observed that the registrations of W. L. Black, carrier No. 3, of the post-office at Sistersville, W. Va., were much greater in number than those of any other carrier. This carrier's interest in the registry service, and his industry, as indicated by the number of letters registered by him, are especially commendable; but it is only fair to those who follow him on the list to state that nearly all of his registrations were for one firm located on his route. The number of letters registered by him through the use of his individual registration book was 338.

The next table contains the names of other carriers who, as shown by the postmasters' reports, registered as many or more letters than the minimum above stated, and are, therefore, entitled to mention in this report in the same degree as those named in the preceding table. These two tables show the names of all carriers reported to this Office as having registered more than 187 letters on each of their respective routes during the year.

Carrier.	Cap No.	Post-office.	Registra- tions.
1. Henry A. Kanstelner	2	St. Louis, Mo.	733
2. Robert H. Bridges	7	Johnstown, Pa.	656
3. Edward P. Hennessy	75	St. Louis, Mo.	441
4. Wm. S. Little	9	Saginaw, Mich.	388
5. Morris Shier	71	Detroit, Mich.	380
6. Richard Berriman	9	Johnstown, Pa.	333
7. Charles Metz	17	Youngstown, Ohio.	330
8. S. A. Barry	37	Providence, R. I.	324
9. Lucratus M. Sanborn	13	Concord, N. H.	313
10. Charles E. Patterson	6	Joliet, Ill.	286
11. Thos. M. Henderson	96	Cleveland, Ohio.	285
12. F. J. Maher	40	Providence, R. I.	269
13. Walter A. Russell	296	Boston, Mass.	259
14. Wm. Szendel	121	Cleveland, Ohio.	256
15. August Schneck	76	Detroit, Mich.	252
16. T. T. Parker	1	Chattanooga, Tenn.	246
17. Thos. C. Cavanaugh	18	Dayton, Ohio.	238
18. Junius F. Thurston	19	Denver, Colo.	238
19. L. M. Bates	1	Brockton, Mass.	237
20. Harvey T. Neale	9	Allegheny, Pa.	227
21. A. A. Bullen	501	Boston, Mass.	218
22. O. B. Carrigan	17	Saginaw, Mich.	204
23. William F. Bartholomew	3	Sunbury, Pa.	203
24. Malcolm M. Gardner	70	Toledo, Ohio.	200
25. George Pfund	8	Youngstown, Ohio.	200
26. Edward Howland	235	Chicago, Ill.	194
27. John E. Saxhang	127	Minneapolis, Minn.	194
28. Alex. M. Goldberg	86	Toledo, Ohio.	189
29. H. E. Jones	19	Birmingham, Ala.	188

Inasmuch, however, as all of the three carriers mentioned in the report of each of the postmasters at several offices are included in the last two lists given above, it is reasonable to presume that at some of those offices there are carriers who registered, during the year, a sufficient number of letters to entitle them to mention in this report had their names been made known to this office. At other offices it is known that some carriers, whose names were not reported, registered more than the minimum stated above, but were not mentioned in the postmasters' special reports by reason of the requirement that the peculiar conditions on the respective routes were to be taken into consideration in naming the three carriers who made the best showing.

I desire not to pass this subject, however, without expressing my sincere appreciation of the efforts of the carriers in this branch of the service, although anything that could be said herein would be of no consequence as compared with the accommodation which they are able to render to the patrons on their routes by the intelligent and conscientious performance of their duties.

In this connection I wish to recommend to postmasters at all free-delivery offices a plan which is now giving excellent results at one important and progressive post-office. The postmaster at that office has established a roll of honor, upon which are enrolled each month the names of the carriers whose efforts in behalf of carrier registration during the month entitle them to special mention.

Many interesting comments upon the operation of the system of letter-carrier registration have been received at this office from postmasters and others.

A bank in one of the large cities has inaugurated a plan of "banking by mail" through the medium of carrier registration. In its booklet the bank announces:

"Banking by mail is designed to place the convenience of a modern city bank at the command of a large population resident in towns, villages, and the country

proper, while it may also be found convenient for those living in the city who, for any reason, find it inconvenient to call in person at the bank. The fee for registering a letter is 8 cents, which is less than street-car fare down town and back. All persons living in cities can have their letters with deposits for this bank registered by their mail carriers at their own doors. The perfection attained by the United States postal service alone makes this system practicable. Through this system thousands of dollars of idle money, inactive through lack of opportunity, may be made productive to its owners under conditions approaching absolute security as nearly as modern business methods can make it."

Hundreds of thousands of people, who, by reason of their occupations during the business hours of the day, have in the past found it difficult or impossible to provide for the safe transmission of their valuable letters, can now have them registered at their house doors, and be assured of their safe transmission and proper delivery. All that it is necessary for the sender to do is to hand his properly-prepared letter to the carrier and receive the latter's receipt therefor. The simplicity of the transaction is evident.

The figures submitted with this report indicate the great number that have already availed themselves of this privilege; and this number is rapidly increasing, as the advantages of the service become more widely known and better understood by the people.

RURAL CARRIER REGISTRATION.

The registration of mail matter by rural carriers during the past year has not increased to a gratifying extent. The average number of articles registered by each rural carrier is little more than 12 a year, equal to about 1 a month for each carrier.

Rural carriers while serving their routes are provided with the necessary equipment with which to transact postal business in the same manner as at a post-office; and as each route is from 15 to 30 miles in length, including not less than 100 families, it is apparent that the average number of rural carrier registrations is very small.

It is difficult to ascertain the exact causes which occasion such a small percentage of registry business on rural routes—whether it is due to apathy on the part of the postmasters and rural carriers, or to the fact that the patrons of the rural free-delivery service are not thoroughly informed.

Inasmuch as the rural free delivery service is still in a period of construction, it is not a surprising fact that there remains much to be accomplished before the rural public is fully aware of all the advantages of the postal service, noticeably that of registration of valuable letters and valuable parcels.

The preponderance of registered matter handled by rural carriers is delivered by them, and not given to them for registration, which fact can be readily accounted for inasmuch as rural carriers are required to deviate from their routes in order to deliver registered matter to the addressee, according to the postal regulations therefor, whereas the patrons are obliged to meet the carrier along the line of route in order to present matter for registration. It must be borne in mind that many patrons reside a considerable distance from the prescribed rural routes, and that the time of arrival of the trains bringing the mails, together with the varying conditions of the roads, renders the exact time of the rural carrier's daily arrival at designated places very uncertain, and does not therefore present much encouragement for patrons to wait at their mail boxes in order to register mail matter.

In addition to this fact, it is obvious that through years of experience and teachings the public at large is as a consequence better qualified to accept the advantages of the registry service than are the patrons of a branch of the postal service which is yet in its infancy.

The following figures show the aggregate number of post-offices having rural free-delivery service, and the number of carriers attached thereto, at the close of the fiscal years ended June 30, 1901 and 1902, respectively:

Total number of offices having rural free-delivery service at the close of the fiscal year ended June 30, 1901	2,032
Total number of offices having rural free-delivery service at the close of the fiscal year ended June 30, 1902	4,001
Total number of rural carriers at the close of the fiscal year ended June 30, 1901	4,301
Total number of rural carriers at the close of the fiscal year ended June 30, 1902	9,461

The total number of registrations by rural carriers during the fiscal year ended June 30, 1901, was 51,428.

The total number of registrations by rural carriers during the fiscal year ended June 30, 1902, was 114,595.

The following table shows the number of registrations by rural carriers in the States and Territories during the fiscal year ended June 30, 1902:

Alabama.....	1, 038	Nevada.....	.....
Arizona.....	24	New Mexico.....	1
Arkansas.....	160	New Hampshire.....	2, 495
California.....	1, 504	New Jersey.....	2, 086
Colorado.....	561	New York.....	8, 574
Connecticut.....	4, 059	North Carolina.....	1, 093
Delaware.....	673	North Dakota.....	73
Florida.....	9	Ohio.....	10, 042
Georgia.....	2, 112	Oklahoma.....	91
Idaho.....	170	Oregon.....	313
Illinois.....	5, 628	Pennsylvania.....	13, 510
Indiana.....	6, 926	Rhode Island.....	499
Iowa.....	4, 534	South Carolina.....	1, 513
Kansas.....	2, 709	South Dakota.....	321
Kentucky.....	346	Tennessee.....	5, 162
Louisiana.....	249	Texas.....	1, 102
Maine.....	3, 890	Utah.....	447
Maryland.....	8, 662	Vermont.....	1, 635
Massachusetts.....	2, 318	Virginia.....	883
Michigan.....	5, 932	Washington.....	313
Minnesota.....	2, 275	West Virginia.....	2, 598
Mississippi.....	26	Wisconsin.....	4, 567
Missouri.....	2, 487	Wyoming.....	43
Montana.....	5		
Nebraska.....	937	Total.....	114, 595

The increase in registrations by rural carriers during the past year was 63,167. The increase in the number of carriers was 5,160, showing the average number of articles registered by each rural carrier to have been a little more than 12. It is proper to add, however, that the number of rural carriers as herein stated does not indicate that all of them actually performed service during the entire fiscal year, which fact, when taken into consideration, would show a greater average increase in registrations by each rural carrier.

During the past year the advantages of the registry service were brought to the attention of the rural patrons of the postal service by the distribution of information cards; and this office has the earnest coöperation of the office of the First Assistant Postmaster-General in its efforts to inform the rural public that valuable letters and parcels should be registered in order to secure for them the safety which is so much desired.

GOVERNMENT MONEY VALUES SENT FREE IN THE REGISTERED MAILS.

By reference to Table No. 13, on page 620, showing the number and value of letters and parcels carried in the registered mails during the past fiscal year, for the Post-Office and Treasury Departments alone, it will be seen that the matter thus handled for these two Departments aggregated 1,038,489 pieces, with a value of \$1,534,946,549.14.

A total number of 3,203,257 pieces of official matter was registered free during the year for all Departments and officials.

Had the registry fee been paid upon each of these letters and parcels, the revenues of the registry service for the fiscal year ended June 30, 1902, would have been increased in the amount of \$256,260.56. It must be borne in mind that this amount represents the least possible credit which could be given the registry system, for service rendered to other branches of the Government, and does not include what would have been paid as postage on this registered matter had it been mailed by the public.

Notwithstanding the enormous value of the registered matter handled for the Post-Office and Treasury Departments during the year, in addition to the unknown values handled for the other Executive Departments, the irrecoverable losses of official registered matter sustained during the year aggregated but 5 pieces, with a value of only \$115.77, as stated elsewhere in this report. It will therefore be seen that the proportion of loss was much less than \$1 in every \$13,000,000 in value thus handled.

In view of the fact that no indemnity is paid for the irrecoverable loss of official registered matter, as in the case of matter mailed by the public, it is reasonable to believe that if the approximate value of the 19,628,143 pieces of matter carried in the

registered mails for the public were known, the percentage of the absolute losses in the registered mails sustained by the public in proportion to the values handled would be but a fraction of the ratio in the case of official matter.

LOSSES IN THE REGISTERED MAILS.

According to the report of the chief post-office inspector, his office received during the year 8,748 complaints relating to registered matter originating at and addressed to post-offices in the United States. Of this number 5,639 were fully investigated, leaving 3,109 outstanding at the close of the year. Of the 5,639 cases investigated, but 1,510 were found to involve losses, which may be classified as follows:

Losses chargeable to burning and wrecking of post-offices, postal-cars, and steamboats, and to minor unavoidable accidents	1,085
Losses chargeable to depredations by postal officials	50
Losses through postal employees from causes other than theft	204
Losses resulting from depredations by outside parties	86
Losses the responsibility for which could not be fixed	85
Total	1,510

Of the foregoing cases, recoveries were made and the values of the lost articles restored to the owners as follows:

Through the office of the chief post-office inspector	214
Through the Dead-Letter Office	49
Through outside parties and direct to losers	1,076
Total recoveries	1,339
Cases in which recovery was impossible	171
Aggregate as above	1,510

In the last report of the superintendent of the registry system it was stated:

"If the proportion of losses in the cases outstanding be the same as in the cases already investigated, the number of irrecoverable losses for the entire year will reach 468, or 1 in every 44,475 pieces registered."

Yet, notwithstanding that during the fiscal year ended June 30, 1901, there was a remarkable decrease in the number of losses, as compared with previous years, that number was diminished by nearly one-half during the last fiscal year.

Out of the 22,831,400 registered articles handled, the irrecoverable losses already reported are but 171. As shown by the number of cases reported and investigated during the year, the losses averaged but 1 piece in every 86,156.

Of the 171 ascertained cases of irrecoverable loss, 5 involved official matter exclusively, leaving but 166 as the number of losses sustained by the public.

Of the 166 irrecoverable losses suffered by the public, 27 were unsealed parcels other than letters, the contents of which were valued at \$123.75, and 139 were letters or first-class matter prepaid as such.

The number of official registered articles lost was 5, with a value of \$115.77.

The small number of irrecoverable losses indicated by the foregoing statement is very gratifying, especially when the great increase in the number of registered articles handled is considered. The value of the lost registered parcels for which no reimbursement could be made to the owners was but \$123.75. Practically all of the other losses sustained by the public, in cases where recovery could not be made, were settled by the payment of indemnity, or will be so settled in due course. The number of absolute losses sustained by the public during the year is therefore so infinitely small as to be unworthy of consideration in reckoning the safety of the registered mails for the transmission of valuable matter.

I desire to call especial attention to the fact that the number of losses the responsibility for which could not be fixed decreased from 141 during the fiscal year ended June 30, 1901, to 85 for last year. The increased vigilance and efficiency of the force of post-office inspectors no doubt contributed to this result; but that showing would not have been possible were it not for the manner in which the registry service was improved and perfected during the year.

INDEMNITY FOR LOST REGISTERED MAIL.

The total number of claims for indemnity paid during the year was 103, amounting to \$654.18, or an average of \$6.35 for each claim. Of these 103 claims 42, or 40.77

per cent., were each for the full limit of \$10 allowed by law, and the remaining 61 were for less than \$10 each.

Of the 103 claims paid during the year 14 were for losses which occurred during the fiscal year ended June 30, 1900, and for the satisfaction of these claims \$94.21 was paid out of the appropriation for that year. Sixty-eight of the claims, aggregating \$413.77, were for losses occurring during the fiscal year ended June 30, 1901, and 13, amounting to \$89, were for losses which occurred in the last fiscal year. Eight claims, aggregating \$57.20, were for losses which took place prior to July 1, 1899, and it was necessary for Congress to provide for the payment of these claims by deficiency appropriations, inasmuch as the unexpended balance of the regular appropriation for that year had been turned back into the Treasury after the expiration of the two-year limit.

The number of indemnity claims paid during the past fiscal year is one-third less than those allowed during the previous year, and there was a still greater decrease in the amount of money paid out for this purpose, the expenditure this year being but 63.24 per cent. of that of last year. This is a gratifying showing when it is considered that a very large number of cases which were outstanding from previous years were closed out during the year.

Under the law this office is charged with the review of all claims for indemnity after they have been investigated by post-office inspectors. In addition to the benefit resulting from this work in accordance with the primary intention of the law, which requires the approval of the Third Assistant Postmaster-General before claims for indemnity may be paid, the registry service is materially aided by reason of the fact that every case of the irrecoverable loss of first-class registered matter is thus brought to the attention of this office, accompanied by an explicit account of the circumstances and the result of the post-office inspector's investigation. Nearly all of the cases of irrecoverable loss are due to unavoidable causes, such as the burning of post-offices and postal cars, the robbery of small post-offices, and the loss of mail vessels plying between domestic ports. Occasionally, however, a loss occurs which indicates a defect in local methods of the registry system which may be removed by a change in the methods prevailing where the loss took place. It is thus that the registry system is benefited through the requirement that this office shall review all claims for indemnity. In the exercise of this function, however, the interests of the claimants are not overlooked.

A number of claims have been rejected for the reason that, in the opinion of this office, recovery might be made by collection from those responsible for the loss, or from their sureties. Notable among this class of cases were 24 claims arising from the depredations of a registry clerk in the Springfield, Mass., post-office. In every one of these cases the loser was fully reimbursed by collection from the sureties of the defaulting clerk.

The principle governing the treatment of these cases in this office is that in every established case of loss of registered matter of any class, the loser shall be fully reimbursed by collection from those responsible for the loss, or from their sureties, when possible. Wherever this can not be done, in the case of domestic registered matter of the first class, and claim for indemnity therefor is properly made, it is the desire and aim of this office that the loser be promptly given the full benefit of the indemnity law.

The long-established rule of holding postal employees and mail contractors liable for the mistreatment or loss of registered mail, when due to negligence or violation of their contract, has of late been brought into question by the Second Assistant Postmaster-General, who has exhibited a tendency to depart from this practice. This results from the untenable theory that the indemnity law serves to relieve those employees and contractors from the enforcement of the rule heretofore applied in cases of loss, the responsibility for which could be placed. This office has consistently opposed any departure from the practice followed in the past in cases of this kind, believing that course absolutely necessary for the protection, not only of the indemnity fund, but of the interests of the patrons of the registry service.

That the confidence of the public in the security of the registered mails is not compassed by the limit of indemnity which the Department will pay in cases of irrecoverable loss is evidenced by the action of a banking house in a western city, in connection with one feature of its business—banking by mail. That bank makes a guaranty to its depositors in the following language:

"This bank will guarantee the safe delivery of currency up to \$50 in any one remittance, when duly registered and properly addressed."

The foregoing represents in but a small degree the confidence reposed in the registry service by the entire mercantile element of the country, an element which demands celerity and undoubted safety in the transmission of its valuable mail matter. It is not believed that after careful consideration of every feature of this subject

the Department will allow the registry service to risk losing the vantage ground it has so distinctly gained, by any departure from the practices which have heretofore obtained. Those practices have enabled the registry service of the United States to take a place far in the lead of that of any other country, and to establish for itself a prestige and patronage which have made it an important branch of the postal service from the standpoint of revenue, as well as by its public utility.

By order of the Postmaster-General, under authority of Congress, the limit of indemnity which may be paid in any one case for lost registered first-class matter was raised to \$25 on and after July 1, 1902. The fact of this increase has been appropriately published, but the time is of course immature for comment upon the workings of the indemnity law under the increased limit.

Under present regulations, applications for indemnity for irrecoverably lost registered matter are filed with the Fourth Assistant Postmaster-General (Division of Post-office Inspectors and Mail Depredations), and this office is not advised of such applications until post-office inspectors have made a thorough investigation of the case and found that the reported loss is irrecoverable. In order to enable this office to observe the full operations of the indemnity act, all applications for indemnity should be submitted to this office in the first instance, when, after the particulars thereof had been recorded, they would be referred to the proper office for investigation.

I recommend that an appropriation of \$12,000 be requested for the payment of limited indemnity for the loss of pieces of domestic first-class registered matter during the year ending June 30, 1904—the same amount as that provided for the current fiscal year.

THROUGH REGISTERED POUCH, INNER REGISTERED SACK, BRASS LOCK, AND RAILWAY POST-OFFICE REGISTERED POUCH EXCHANGES.

The following table shows the number of through registered pouch, inner registered sack, brass lock, and railway post-office through registered pouch and inner registered sack exchanges in operation at the close of the fiscal year ended June 30, 1902:

Registered pouch exchanges.....	505
Inner registered sack exchanges.....	546
Brass lock exchanges.....	354
Railway post-office registered pouch exchanges.....	23
Railway post-office inner registered sack exchanges.....	2

1, 430

The through registered pouch and inner registered sack service was established in order to facilitate the dispatch of registered matter in bulk between large offices, thus saving the time and labor consumed in making hand-to-hand exchanges of individual pieces. For many years it has been the custom to dispatch registered matter in through registered pouches and inner registered sacks in such a manner as necessitated its repouching at one or more exchange offices in transit, thereby delaying the registered mail from twenty-four to forty-eight hours in reaching the office of destination.

While the through registered pouch and inner registered sack service is a valuable and indispensable adjunct to the registry system, it has been found necessary to cooperate with the officials of the Railway Mail Service in order to obtain distribution schemes whereby registered matter for offices not having direct exchanges could be handled by postal clerks as hand pieces, thus avoiding repouching and the delay necessarily incident thereto.

As a result of the extension of the system of hand-to-hand delivery to postal clerks it has been found possible to advantageously discontinue a large number of through registered pouch and inner registered sack exchanges, as evidenced by the following table:

Through registered pouch exchanges established during the fiscal year.....	55
Through registered pouch exchanges discontinued.....	26
Inner registered sack exchanges established during the year.....	71
Inner registered sack exchanges discontinued.....	175
Brass lock exchanges established during the year.....	22
Brass lock exchanges discontinued.....	14

The establishment of these exchanges will continue to be authorized wherever the quantity of registered matter between two points warrants such service, and a discontinuance is to be recommended only in cases where the dispatch and delivery of registered matter will be facilitated thereby.

COLLECTION OF DEFICIENT REGISTRY FEES ON SHORT-PAID REGISTERED MATTER.

The Postal Laws and Regulations prescribe that both postage and registry fee must be fully prepaid on all articles accepted for registration. Notwithstanding this regulation, thousands of registered articles are dispatched from post-offices without the full prepayment of both postage and registry fee; and to this office is assigned the duty of collecting from postmasters deficiencies in registry fee on short-paid registered matter inadvertently dispatched. The deficiency in registry fee is collected from the postmaster at the office of origin, as a penalty for his neglect to comply with the regulations.

The following table shows the amount of the deficiencies reported and collected during the year, as well as the amounts due and uncollected on account thereof on June 30, 1901 and 1902, respectively:

Outstanding June 30, 1901, on account of deficiencies on domestic matter.	\$127. 75
Deficiencies on domestic matter reported during the year	1, 987. 56
Outstanding June 30, 1901, on account of deficiencies on matter sent to foreign countries.....	34. 70
Deficiencies on foreign matter reported during the year.....	626. 65
Total	2, 776. 66
Deficiencies on domestic matter collected during the year.....	2, 009. 80
Outstanding June 30, 1902, on account of deficiencies on domestic matter during the year	97. 26
Deficiencies on matter sent to foreign countries collected during the year..	632. 43
Outstanding June 30, 1902, on account of deficiencies on foreign matter during the year.....	28. 92
Deficiency charges canceled during the year.....	8. 25
Aggregate as above	2, 776. 66

From the above table it appears that the total amount of deficiencies reported during the year was \$2,614.21, representing an increase of \$99.49 over the total amount reported during the fiscal year ended June 30, 1901. The total amount of deficiencies collected during the year was \$2,642.23.

The number of cases of deficiency in registry fee on domestic registered matter acted upon during the year was 49,903, the average amount of the deficiency in each case being 4 cents. There were 8,605 cases of deficiency on foreign registered matter, averaging 7.7 cents in each case.

These figures show a marked decrease in the number of short-paid registered articles reported during the year, as compared with the reports of last year and the increase in the number of paid registrations. This fact is evidently due to the orders and instructions that have been issued from this office during the past year to postmasters, urging them to exercise the most careful inspection of all classes of mail matter presented for registration to see that the postage and registry fee are fully prepaid thereon. It is a well-known fact that failure to perform this duty results in losses to the postal revenues, and is a serious reflection upon the efficiency of the service. It is readily apparent that if a postmaster does not detect the deficiency in registry fee on a short-paid registered article received for delivery, any portion of the postage which remains unpaid, and is therefore collectible from the addressee, is totally lost to the revenues of the Department. It is also evident that if a postmaster is negligent in this respect, in the treatment of registered mail, short-paid matter received at his office in the ordinary mails is likely not to receive the attention required for the proper protection of the postal revenues.

ASSISTANT SUPERINTENDENTS IN THE FIELD.

The character of the work of the assistant superintendents in the field, and the benefit derived therefrom to the registry system, can not be overestimated.

Experience has shown that a high standard of proficiency among those who handle the registered mails at upward of 76,000 of post-offices can not be attained through written or printed instructions emanating directly from the Department. While this fact is to be deplored and regretted, that condition confronts us nevertheless. The only practical solution of the difficulty is to send to post-offices registry specialists who are capable of rendering proper instructions.

It is to be regretted that the limited number of these experienced registry men at the present time renders it necessary to confine their work to the larger offices. During the past year 1,182 offices were visited by the assistant superintendents of

the registry system. Their investigations and reports show that many serious defects in the conduct of the registry service at post-offices can be learned and corrected only by personal observation and attention by those designated to perform this particular class of work.

Letters from postmasters are constantly being received, showing the excellent results of their labors.

One of the features of the work of the assistant superintendents is to investigate and report to this office, for reference to the proper authorities, the handling of registered mail elsewhere than in post-offices; to ascertain whether such mail is being dispatched as frequently as existing facilities will permit, and whether the schemes in use in post-offices for the dispatch of this mail have been corrected to date, according to the orders of the proper officer of the Railway Mail Service.

To the result of this class of work can undoubtedly be attributed a statement recently made by a high official of the Railway Mail Service to the effect that his branch of the service has been called upon during the past three years to do more work in the direction of improving the facilities for the transmission of the registered mails than had been done before in the entire history of the registry service. Another officer of the Railway Mail Service stated: "You have accomplished in three years what should have taken twenty years to accomplish."

In my judgment, the number of assistant superintendents of the registry system should be sufficient to enable the assignment of a district to each one, of such dimensions as would render it possible for him to be at all times in close touch with all the offices located therein, and in this manner cover the entire country. In order to accomplish this result not less than 12 assistant superintendents would be required in the field.

While it may be impossible to obtain the additional force required to carry out this plan at this time, I nevertheless earnestly recommend that two additional assistant superintendents be asked for during the coming session of Congress, and the same course pursued annually until the number will permit the carrying out of this idea.

PERFECTING THE REGISTRY SYSTEM.

The registration of valuable mail matter is an essential feature of the postal service, and is not only of great benefit to the public, but constitutes a regular source of revenue to the Government.

The business of the Government must be conducted on up-to-date principles, the same as govern the control and management of a great corporation whose aim is to attain perfection in organization and system. To that end it is the duty of those charged with the control of the registry service not only to perfect the system but to use every legitimate means to acquaint the public with the advantages of this useful and necessary adjunct to the postal service.

With this object in view, special efforts were made during the past three years to bring the advantages of the registry service to the attention of the people by the distribution of information cards, briefly explaining its scope and purpose, and the display of appropriate registry signs in the lobbies of post-offices, as well as enlisting the personal interest and coöperation of postmasters and postal employees.

The large increase in paid registrations during the above period shows that the public has not been fully informed in relation to this branch of the service in the past, and that it was but necessary to bring the advantages of the registry system to the attention of those who have heretofore been mailing valuable letters and valuable parcels in the ordinary mails, and there subjecting such matter to danger of loss and to the temptation of the postal employees who handle it, in order to obtain their patronage.

The registry system was first introduced in 1855, and from that date until 1899 the primary rule of the service was "safety and not speed." This rule had its effect not only on the transportation of the registered mail, but also on the office methods at the large post-offices. The manner of keeping records was cumbersome and replete with duplications.

While no attention was paid to the time consumed in the transmission of a registered letter to its destination, its safety, by the methods employed, was by no means secured. Notwithstanding the marvelous increase in paid registrations during the past three years, and the great strides toward celerity, the losses have decreased, as shown in another part of this report.

It is proper to state that experience has demonstrated that the safety of the registered mails is better secured by speedy treatment and transmission. It has been found in many cases that losses have occurred as a result of the interpretation placed upon what was considered the rule of the Department, which implied that speed was

not an element to be taken into consideration in the treatment of registered mail. The old rule has outlived its usefulness, and has been changed so that the policy is now "Celerity as well as safety."

In my judgment it is the method and system used in handling registered mails that guard against loss, misplacement, and rifling. It has, therefore, been deemed advisable to devote considerable time to perfecting, simplifying, and systematizing the office methods in the registry divisions of some of the largest post-offices in the country. During the past year the registry service was reorganized at Philadelphia, St. Louis, Baltimore, Brooklyn, Atlanta, Milwaukee, Chicago, Toledo, Cincinnati, New York, Kansas City, Harrisburg, Boston, Pittsburg, and New Orleans, and, as a result, at these offices labor has been materially lessened, the safeguards more tightly drawn than formerly, individual responsibility among the clerks well defined, and the handling of registered mails expedited accordingly.

The great increase in the amount of registry business at the New York post-office necessitated many improvements which were authorized by this office and made possible by a liberal allowance for additional clerical force by the office of the First Assistant Postmaster-General.

The foreign branch has been fully equipped to provide for the safe and expeditious dispatch of outgoing registered matter addressed to foreign countries, thereby lessening the danger of congestion at the main office and enabling the handling of domestic registered matter received there more rapidly than formerly.

Arrangements have been completed by which the stations are making up and dispatching registered matter addressed to foreign countries direct to the foreign branch, instead of to the main office, as heretofore.

Another important innovation at New York is the interchange of registered mails between stations, thereby saving the time and labor of dispatching such mails from the station to the main office, there to be treated for dispatch to the proper station for delivery.

At this time arrangements are contemplated which, if effected, will result in saving the main office each day the handling of thousands of registered articles from the large stations of the New York post-office, which are dispatched on the railway lines leaving the Grand Central Depot. Under this plan, registered mails will be sent to Station H, which adjoins the depot, and there made up for dispatch in through registered pouches and inner registered sacks, and as hand pieces, to offices reached by the railway post-office lines leaving the Grand Central Depot.

Last year arrangements were made by which the postal administrations of Germany, France, Great Britain, Italy, Belgium, and Austria agreed to dispatch registered mails in sealed sacks, under the safeguards of the registry service, direct to the post-offices at Boston, Chicago, St. Louis, Washington, and San Francisco, which sacks contain not only mails deliverable in those cities, but such matter as can be readily distributed therefrom. Under that agreement the clerks on sea post-offices bringing mails from those countries make up a duplicate set of sacks addressed to the same cities and containing registered mails, separated by them while on their trips to this country. From reports received at this office, a conservative estimate of the number of pieces sent under this arrangement to the offices named above would be 175,000 during the past year, every one of which would have been handled in single-piece form by the New York office under former methods.

Further arrangements have since been made, so that sea post clerks on both the American and German lines arriving at New York are making up closed registered mails direct to Philadelphia, Pittsburg, Cincinnati, Baltimore, Cleveland, Brooklyn, New Orleans, Buffalo, and Newark, N. J. For the present these sacks will contain mail deliverable only at those offices. This has not only expedited the handling and advanced the delivery of the registered mail included in these sacks something like twenty-four hours, but the New York office has also been saved the labor of handling this class of matter in single-piece form.

After the American occupation of the Philippine Islands and up to a recent date registered mail sent from those islands to this country was made up in pouches labeled to San Francisco, and at the latter office distributed in the usual way to destinations. This arrangement was very unsatisfactory, as it resulted in congesting the registered mails in the registry division at San Francisco, and considerable delay ensued.

At the present time Manila is making up sealed sacks of registered mail direct to New York, Chicago, Washington, Omaha, and St. Louis, as well as to San Francisco.

With the hearty coöperation of the officials of the office of the Second Assistant Postmaster-General, many improvements for the more speedy transmission of the registered mails have been effected during the past year. As a result in many cases it is possible for registered mail to be treated as expeditiously as ordinary mail.

Registry schemes are now prepared in a manner to show the dispatch of registered mail by every available railway post-office. Offices conducting through registered pouch or inner registered sack exchanges are no longer limited to the dispatch of registered matter under cover of such registered pouches or sacks, but are also permitted to send as hand pieces by postal clerks whenever such treatment will advance delivery.

In exceptional cases, where railway post-office service is inadequate to give certain cities sufficient facilities for the receipt and dispatch of registered mails, registered mails are dispatched on express trains. In all such cases the exchange is direct and immediate, and the safety of the mails is by no means impaired.

At St. Louis, Mo., where 1,250,000 registered packages are handled annually in transit, it was necessary to take steps to have this large amount of registered mail handled more expeditiously than formerly. To that end it has been arranged that a number of large offices make up and send to St. Louis two pouches on each dispatch—one containing matter for delivery at that office and the other containing transit packages only. The pouches containing transit matter are handled at the terminal station, located in the Union Depot; and as a result of this change this matter is advanced from twelve to twenty-four hours, direct connections being made with railway post-offices on other lines leaving the Union Depot shortly after the receipt of the pouches.

Under recent orders, registered package envelopes marked to show that they contain special-delivery registered matter are dispatched as hand pieces. Although the dispatching office may not have had its registry scheme revised to show dispatch by every available railway post-office, as mentioned above, this matter is not held for dispatch in through registered pouches or inner registered sacks if earlier delivery can be effected by dispatching as hand-piece matter.

The introduction of manifold registry forms in duplicate, triplicate, and quadruplicate in the billing of registered matter in transit has to a certain extent revolutionized that part of the registry service. The use of the manifold registry route bills enables postal employees, by making one record, in manifold, to effect the transfer of registered packages from hand to hand without the necessity of a reentry of the matter by the clerks receiving and subsequently handling it—the dispatching clerk merely turning over with the packages a copy of his record for the use of the receiving clerk.

The use of these forms has suggested many improvements, valuable alike to the registry service and to the Railway Mail Service.

Under former methods registered matter received by postal clerks for lines beyond their own was invariably deposited at terminal offices, to go forward in through registered pouches made up at such offices for distant points.

One improvement effected was to permit of hand-to-hand exchange of registered matter between postal clerks at junction and terminal points.

Another improvement was the authorization on certain selected railway post-office lines for the making up of through registered pouches or inner registered sacks, closed with rotary telltale locks, somewhat similar in design and mechanism to the registry rotary locks in use on registered pouches exchanged between postmasters. The railway postal clerks make up these pouches to large offices beyond their lines, so that they may be passed from one railway post-office to another until their destination is reached. By this arrangement the registered matter contained in these pouches is handled with greater celerity and is materially advanced, and the delay formerly resulting from handling these packages in single-piece form has been entirely eliminated.

In a few cases the exchanges are reciprocal, postmasters making up through registered pouches and inner registered sacks for distant railway post-office lines. This service will be gradually extended wherever it is found that the handling of the registered mails will be expedited thereby.

On March 1, 1902, the Postmaster-General issued an order to the effect that all mail matter originating in the United States for transmission to officers or members of the crew of United States naval vessels stationed abroad, be admitted to the sealed sacks forwarded to such vessels from post-offices in this country, and be subject to United States classification, conditions, and rates of postage. In accordance with that order, arrangements were effected for the dispatch of registered matter to United States naval vessels stationed abroad, through the post-offices at New York, N. Y., San Francisco, Cal., Seattle, Wash., and Tacoma, Wash. This system is working satisfactorily, not a single complaint having been received up to this date.

The lack of uniformity in the method of recording registered mails received and dispatched at the various post-offices is one of the evils of the registry service, although much has been accomplished toward establishing a uniform system. For years post-

masters were indiscriminately supplied with numerous and various specially printed books and forms, regardless of regularity, although the purposes of their use were similar. This has resulted in the adoption of many different methods of conducting the registry business at offices where existing conditions were identical; and it has not only rendered it difficult to obtain a uniform method throughout the country, but has necessitated the expenditure of a considerable amount of money by the Department.

As rapidly as the supply of these specially allowed books becomes exhausted, revised forms, modified and improved, are being substituted, with a view of establishing a uniform method of conducting the work throughout the country. The elimination of records unnecessary to the safe and proper conduct of the registry service will continue to be the policy of this office. Manifold route-bill books for use by postmasters and postal clerks have heretofore been issued in three sizes, namely, 10, 15, and 20 lines to each page. Hereafter, in the interest of uniformity, these books will be issued in only one size, with 15 lines to the page.

The window registration books are issued in three styles, and arrangements are being completed whereby these books will be printed in new and improved form, and supplied to all post-offices and post-office stations.

Books of one form, heretofore printed in various sizes, will henceforth be consolidated and issued in one uniform size wherever it is practicable to so do.

A new manifold process, employing what is known as "metallic duplicating paper," has been adopted for manifold registry forms. In this way the necessity for the use of loose carbon sheets is eliminated and the work greatly simplified. In the future all manifold books will be made of this paper wherever it is possible to use the new process.

As an experiment, two years ago the postmasters in the post-offices at New York, N. Y.; San Francisco, Cal.; Buffalo, N. Y.; Washington, D. C.; and Seattle, Wash., were granted permission to dispense with the registry (gray card) bill in the dispatch under tag envelopes of third and fourth-class registered matter too large for inclosure in registered-package envelopes. The trial has proven successful, and as a result the measure has been extended to the following offices during the past year: Los Angeles, Cal.; Chicago, Ill.; Cleveland, Ohio; Salem, Mass.; Detroit, Mich.; St. Louis, Mo.; Providence, R. I.; Denver, Colo.; Baltimore, Md.; Philadelphia, Pa.; Pittsburgh, Pa.; Cincinnati, Ohio; Toledo, Ohio; New Orleans, La.; Boston, Mass.; Memphis, Tenn.; Brooklyn, N. Y.; Knoxville, Tenn.; and Waterbury, Conn.

The adoption of an improved registered-package envelope, so constructed as to enable one to readily detect tampering therewith, is under consideration. It is probable that a change in the style of the registered-package envelope will render it possible to dispense with the use of registry (gray card) bills in the dispatch of all classes of registered matter.

Many important changes for the benefit of the patrons of the registry system were embodied in the new edition of the Postal Laws and Regulations, which was promulgated on April 1 of this year. Notable among them are: That no written order is required to forward an article from one address to another within the delivery of the same post-office; that the sender of a registered letter can order it to be recalled before or after its dispatch from the mailing office; that he may order it to be delivered to a person other than the original addressee. These privileges were formerly vested solely in the addressee. Letters and parcels can now be accepted for registration at stamp windows of post-offices, after the registry window is closed. Registered matter incorrectly addressed by the sender may be corrected at the post-office upon the written request of the sender, instead of requiring him to call personally at the post-office, as formerly.

Several important improvements are now under consideration, the adoption of which will result in simplifying the work connected with the registry service, thereby reducing labor and expediting the handling of registered mails. The perfection of the registry system is the sole aim of those in charge of that branch of the postal service, and it can be readily understood that the goal may soon be reached by a continuation of the interest and energy displayed during the past three years, as evidenced by the figures and statistics submitted with this report.

Respectfully submitted.

LOUIS KEMPNER,
Superintendent of the Registry System.

HON. EDWIN C. MADDEN,
Third Assistant Postmaster-General.

(NOTE.—Tables Nos. 11, 12, and 13, showing registry statistics, submitted with the foregoing report, will be found opposite page 620, and on page 621.)

TABLES AND OTHER PAPERS INCLUDED IN THIS REPORT.

The following papers, elsewhere referred to in this report, will be found to contain information in detail relating to all the operations of this office:

No. 1.—*Estimates of appropriations for the postal service coming under control of the Third Assistant Postmaster-General during the year ending June 30, 1904.*

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 1, 1902.

SIR: I have the honor to submit the following estimates of the appropriations needed by this office during the year ending June 30, 1904:

1. For manufacture of adhesive postage and special-delivery stamps and books of stamps	\$376,000
2. For pay of agent and assistants to distribute stamps, and expenses of agency	12,000
3. For manufacture of stamped envelopes and newspaper wrappers	795,000
4. For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and expenses of agency	20,000
5. For manufacture of postal cards	189,000
6. For pay of agent and assistants to distribute postal cards, and expenses of agency	18,000
7. For registered-package, tag, official, and dead-letter envelopes	163,000
8. For ship, steamboat, and way letters	1,000
9. For payment of indemnity for lost registered matter	12,000
10. For blanks, books, and printed matter of urgent and special character, including the preparation, publication, and free distribution to the public of postal information in pamphlet form, and for metallic advertising signs, intaglio seals, and other miscellaneous items of immediate necessity for the registry system	20,000
11. For miscellaneous items	1,000
Total	1,607,000

The calculations by which these estimates have been obtained are as follows:

POSTAGE STAMPS.

The issue of ordinary postage stamps (including those of the Pan-American series and stamps in book form) for the year ended June 30, 1902, was 4,621,285,723, an increase of over 9 per cent on the issue of the previous year. It is believed the increase for the next two years will be about 10 per cent yearly, and the estimate is based on that rate.

The increase in the issue of special-delivery stamps during the past year was 19.3 per cent, and it is estimated that the increase for the next two years will average 20 per cent per annum.

The increase in the issue of postage-due stamps during the past year was 9.2 per cent, and the increase for each of the following two years is estimated at 10 per cent.

The increase in the issue of stamp books over that of 1901-2 was nearly 51 per cent, and that rate is employed in estimating the increase for each of the next two years.

At the rates of increase above named, we have the following results:

Ordinary stamps:

Number issued during the year ended June 30, 1902	4,621,285,723
Add 10 per cent for increase	462,128,572

Gives estimated number for year ending June 30, 1903	5,083,414,295
Add 10 per cent for increase	508,341,430

Gives estimated number for year ending June 30, 1904	5,591,755,725
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Special-delivery stamps:

Number issued during the year ended June 30, 1902.....	\$8, 701, 750
Add 20 per cent for increase	1, 740, 350

Gives estimated number for year ending June 30, 1903.....	10, 442, 100
Add 20 per cent for increase	2, 088, 420

Gives estimated number for year ending June 30, 1904.....	12, 530, 520
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Postage-due stamps:

Number issued during the year ended June 30, 1902.....	24, 043, 290
Add 10 per cent for increase	2, 404, 329

Gives estimated number for year ending June 30, 1903.....	26, 447, 619
Add 10 per cent for increase	2, 644, 762

Gives estimated number for year ending June 30, 1904.....	29, 092, 381
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Books of stamps:

The number of books of stamps issued during the year ended June 30, 1902, was 7,093,274, the cost of which under the prices of the new contract of this year would have been \$21,943.58, or an average price of \$3.0935 per thousand books. The rate of increase over the previous year was 50.9 per cent, and the estimate for the ensuing two years is on the basis of 51 per cent increase yearly:

Number issued during the year ended June 30, 1902.....	7, 093, 274
Add 51 per cent for increase	3, 617, 570

Gives estimated number for year ending June 30, 1903.....	10, 710, 844
Add 51 per cent for increase	5, 462, 530

Gives estimated number for year ending June 30, 1904.....	16, 173, 374
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Ordinary stamps, 5,591,755,725, at 5.742 cents a thousand	\$321, 078. 61
Special-delivery stamps, 12,530,520, at 15.505 cents a thousand.....	1, 942. 86
Postage-due stamps, 29,092,381, at 7.756 cents a thousand.....	2, 256. 41
Books of stamps, 16,173,374, at \$3.0935 a thousand.....	50, 032. 33

375, 310. 21

Or, in round numbers, \$376,000.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

The number of stamped envelopes and newspaper wrappers furnished the Department, accepted and paid for during the year ended June 30, 1902, was 851,643,750, and their cost at the prices of the new contract which takes effect January 1, 1903, would have been \$657,000.80, or 77.14 cents a thousand. The increase over the number furnished the Department during the previous year was 7.63 per cent, and the increase for the next two years is estimated at 10 per cent yearly.

Number of stamped envelopes and newspaper wrappers furnished during the year ended June 30, 1902	851, 643, 750
Add 10 per cent for increase.....	85, 164, 375

Gives estimated number for year ending June 30, 1903.....	936, 808, 125
Add 10 per cent for increase.....	93, 680, 812

Gives estimated number for year ending June 30, 1904.....	1, 030, 488, 937
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Stamped envelopes and wrappers, 1,030,488,937, at 77.14 cents a thousand	\$794, 919. 16
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Or, in round numbers, \$795,000.

POSTAL CARDS.

The total number of postal cards of all kinds furnished the Department, accepted and paid for during the year ended June 30, 1902, was 479,481,440, which at the prices of the current contract would have cost \$106,928.95, or 22.3 cents per thou-

sand. There was a decrease from the number of cards furnished the Department the preceding year of 27.12 per cent, due to the fact that no cards were manufactured after the closing of the old manufactory in West Virginia, December 31, 1901, until work was resumed at the new plant in Maine on March 6, 1902. It is believed the increase for 1902-3 over the unusually small number of cards furnished during 1901-2 will be 60 per cent, and that the increase for 1903-4 will be 10 per cent over that of 1902-3. At these rates we have the following estimate:

Number of cards furnished the Department during the year ended June 30, 1902	479,481,440
Add 60 per cent for increase	287,688,864
Gives estimated number for year ending June 30, 1903.....	767,170,304
Add 10 per cent for increase	76,717,030
Gives estimated number for year ending June 30, 1904.....	843,887,334
Postal cards, 843,887,334, at 22.3 cents a thousand	\$188,186.87
Or, in round numbers, \$189,000.	

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

There were issued during the year ended June 30, 1902, 104,121,073 of these envelopes, which, at the prices of the new contract of this year, would have cost \$122,814.12, or \$1.1785 per thousand. This represents an increase of 11.06 over the issues of the previous year, and owing to the continuously increasing use of registered-package envelopes, the estimate is calculated at 15 per cent increase for the next two years:

Number of registered-package, tag, official, and dead-letter envelopes issued during the year ended June 30, 1902.....	104,121,073
Add 15 per cent for increase	15,618,161
Gives estimated number for year ending June 30, 1903.....	119,739,234
Add 15 per cent for increase	17,960,884
Gives estimated number for year ending June 30, 1904.....	137,700,118
Registered-package, tag, official, and dead-letter envelopes, 137,700,118, at \$1.1785 a thousand.....	\$162,279.59
Or, in round numbers, \$163,000.	

DIFFERENCE BETWEEN FOREGOING ESTIMATES AND CURRENT APPROPRIATIONS.

Total amount appropriated for the year ending June 30, 1903.....	\$2,155,000
Total amount of the foregoing estimates.....	1,607,000

Decrease.....	548,000
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NOTE.—This decrease is due to the fact that no estimate is made this year for the special-delivery service, which is now under the jurisdiction of the First Assistant Postmaster-General.

The actual increase in the respective items in the foregoing estimates over the appropriations for the current year is made up as follows:

Estimated increase for manufacture of stamped paper (items 1, 3, and 5) ..	\$187,000
Estimated increase for registered-package, tag, official, and dead-letter envelopes	17,000
	204,000

Respectfully, yours,

HON. H. C. PAYNE,
Postmaster-General.

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

No. 2.—Statement of the appropriations and expenditures on account of the postal service for the fiscal year ended June 30, 1902.

Items.	Appropriations.	Expended to Sept. 30, 1902.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising	\$7,000.00	\$3,690.38	\$3,309.62
Miscellaneous items	1,000.00	215.98	784.02
New territory and military postal service	50,000.00	49,637.09	362.91
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation to postmasters	a 19,987,051.19	20,783,919.97	b 796,868.78
Compensation to assistant postmasters at first and second class post-offices	c 1,559,300.00	c 1,479,674.06	
Compensation to clerks in post-offices	c 14,376,648.81	c 14,434,047.70	
Rent, light, and fuel for first, second, and third class offices	c 2,150,000.00	c 2,122,299.29	46,237.41
Miscellaneous items at first and second class post-offices	c 250,000.00	c 250,477.10	
Advertising at first and second class offices	c 25,000.00	c 22,795.01	
Free-delivery service	17,140,900.00	17,123,310.90	17,589.10
Experimental rural free-delivery service	3,993,740.00	3,993,706.51	33.49
Stationery for post-offices	70,000.00	69,439.97	560.03
Wrapping twine	165,000.00	116,707.38	48,292.62
Wrapping paper	30,000.00	29,970.32	29.68
Letter balances, scales, and test weights	12,500.00	12,465.57	34.43
Postmarking and rating stamps	37,500.00	37,446.44	53.56
Packing boxes, sawdust, etc.	1,250.00	1,230.30	19.70
Printing facing slips, slide labels, etc.	30,000.00	26,584.03	3,415.97
Canceling machines c	c 190,000.00	c 195,418.25	-----
Blanks, etc., for money-order service	125,000.00	120,752.65	4,247.35
Rubber and metal stamps for money-order service	8,000.00	7,023.80	976.20
Exchange, stationery, and miscellaneous for money-order service	15,000.00	14,554.08	445.92
Payment of money orders more than one year old	130,365.11	130,365.11	-----
Assistant superintendents, salary and allowance division	17,300.00	16,764.00	536.00
Rubber stamps and type	5,000.00	4,584.73	405.27
Copying presses and typewriters for money-order service	10,000.00	9,766.28	233.72
<i>Office of the Second Assistant Postmaster-General.</i>			
Inland mail transportation:			
Railroad	34,700,000.00	34,700,000.00	-----
Railroad, special facilities, etc.	196,238.75	150,319.13	45,919.62
Star	5,740,000.00	5,725,531.00	14,469.00
Steamboat	599,000.00	563,062.75	35,937.25
Electric and cable cars	400,000.00	389,987.61	10,012.39
Mail-messenger service	1,038,000.00	1,025,245.50	12,754.50
Wagon service	800,000.00	788,423.59	11,576.41
Mail bags, etc.	275,000.00	273,844.02	1,155.98
Mail locks and keys	43,000.00	42,150.44	849.56
Repair shop for mail bags	8,500.00	8,449.67	50.33
Railway post-office car service	4,816,000.00	4,657,368.57	158,631.43
Railway Mail Service	10,374,700.00	10,264,588.38	110,111.62
Miscellaneous items	1,000.00	997.65	2.35
Transportation of foreign mails	2,549,000.00	2,268,690.75	280,309.25
Balance due foreign countries	155,000.00	141,782.07	13,217.93
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps	287,000.00	281,922.29	5,077.71
Distribution of postage stamps	12,000.00	11,887.78	112.22
Manufacture of stamped envelopes, etc.	648,000.00	621,327.30	26,672.70
Distribution of stamped envelopes, etc.	20,000.00	17,429.06	2,570.96
Manufacture of postal cards	165,000.00	111,670.56	53,329.44
Distribution of postal cards	7,800.00	7,568.30	231.70
Registered-package, tag, official, and dead-letter envelopes	128,000.00	126,649.85	1,350.15
Ship, steamboat, and way letters	1,000.00	279.56	720.44
Payment of indemnities for loss by registered mail	6,000.00	149.90	5,850.10
Special-delivery service—car fare and fees	675,000.00	624,558.00	50,442.00
Miscellaneous items	1,000.00	631.00	369.00
Blanks, etc., for registry system	20,000.00	114.20	19,885.80

a \$12,948.81 saved from appropriation for compensation to postmasters by consolidation of post-offices was transferred to appropriation for compensation to clerks in post-offices.

b Compensation to postmasters in excess of appropriation.

c Five per cent of these appropriations are available interchangeably, but no appropriation can be exceeded more than 6 per cent.

No. 2.—*Statement of the appropriations and expenditures on account of the postal service for the fiscal year ended June 30, 1902—Continued.*

Items.	Appropriations.	Expended to Sept. 30, 1902.	Balance unexpended.
<i>Office of the Fourth Assistant Postmaster-General.</i>			
Mail depredations and post-office inspectors	\$550,000.00	\$529,086.21	\$20,903.79
Payment of rewards	25,000.00	1,900.00	23,100.00
Miscellaneous items	1,000.00	.....	1,000.00
Total	124,629,798.86	124,892,472.02	1,084,190.62

No. 3.—*Statement of the gross postal receipts, by quarters, for the fiscal year ended June 30, 1902, compared with the fiscal years ended June 30, 1901, and June 30, 1900.*

	Receipts for the fiscal year 1902.				Total.
	Quarter ending—				
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.	
Letter postage paid in money...	\$29,424.41	\$88.45	\$26,042.70	\$67,461.62	\$123,017.18
Box rents and branch offices.....	736,389.86	743,339.67	752,932.11	759,423.40	2,992,085.04
Fines and penalties.....	2,875.10	12,093.36	12,771.57	18,070.78	45,810.81
Postage stamps, stamped envelopes, postal cards, newspaper wrappers, etc.....	24,650,234.68	29,527,734.45	29,941,397.36	28,067,753.92	112,187,120.41
Second-class postage.....	1,041,356.21	1,167,668.09	1,169,783.88	1,162,715.41	4,541,523.59
Dead letters.....	8,885.24	7,688.23	3,524.55	3,381.77	18,429.79
Revenue from money-order business.....	395,172.54	534,391.28	474,457.04	485,797.00	1,889,817.86
Miscellaneous.....	11,107.72	12,617.97	7,682.86	18,834.03	50,242.58
Unpaid money orders more than one year old.....					
Total.....	26,870,395.76	32,005,621.50	32,388,592.07	30,563,437.93	121,848,047.26

	Receipts for the fiscal year 1901.		
	Total for 1901.	Increase 1902 over 1901.	Decrease 1902 from 1901.
Letter postage paid in money	\$199,412.68	.....	\$76,395.50
Box rents and branch offices	2,915,853.14	\$76,231.90	.....
Fines and penalties	30,829.30	14,981.51	.....
Postage stamps, stamped envelopes, postal cards, newspaper wrappers, etc	102,023,473.03	10,163,647.38	.....
Second-class postage	4,294,445.73	247,077.86	.....
Dead letters	15,592.78	2,837.01	.....
Revenue from money-order business	1,668,659.29	221,158.57	.....
Miscellaneous	52,172.01	.....	1,929.43
Unpaid money orders more than one year old	430,755.43	.....	430,755.43
Total	111,631,193.39	10,725,934.23	509,080.36

	Receipts for the fiscal year 1900.		
	Total for 1900.	Increase 1902 over 1900.	Decrease 1902 from 1900.
Letter postage paid in money	\$147,327.67	.....	\$24,310.49
Box rents and branch offices	2,827,724.19	\$164,380.85	.....
Fines and penalties	21,744.51	24,066.30	.....
Postage stamps, stamped envelopes, postal cards, newspaper wrappers, etc	94,013,699.63	18,173,420.78	.....
Second-class postage	3,825,389.99	716,133.60	.....
Dead letters	14,437.72	3,992.07	.....
Revenue from money-order business	1,455,145.85	434,672.01	.....
Miscellaneous	49,109.73	1,182.85	.....
Unpaid money orders more than one year old .....	.....	.....	.....
Total	102,354,579.29	19,517,778.46	24,310.49

No. 3.—*Statement of the gross postal receipts, by quarters, for the fiscal year ended June 30, 1902, compared with the fiscal years ended June 30, 1901, and June 30, 1900—Continued.*

Comparison.	Amount.	Per cent.
Postal receipts (including amount derived from money-order business)...	\$121,848,047.26	.....
Increase in postal receipts for 1902 as compared with 1901.....	10,216,853.87	9.15
Increase in postal receipts for 1902 as compared with 1900.....	19,493,467.97	19.
Postal receipts (excluding amount derived from money-order business) ..	119,958,229.40	.....
Increase in postal receipts (excluding amount derived from money-order business) for 1902 as compared with 1901	9,985,695.30	9.
Increase in postal receipts (excluding amount derived from money-order business) for 1902 as compared with 1900	19,058,795.96	18.8

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ended June 30, 1902, as compared with the fiscal years ended June 30, 1901, and June 30, 1900.

Expenditures for the fiscal year 1902.					
Items.	Quarter ended—				Total payments for the year ended June 30, 1902.
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.	
<i>Office of the Postmaster-General.</i>					
Printing and binding Postal Laws and Regulations.					
Advertising.	\$116.65	\$704.50	\$337.80	\$2,531.43	\$3,690.38
Miscellaneous items.	39.70	35.43	49.47	91.38	215.96
New territory and military postal service.	6,313.17	9,192.73	18,786.15	15,346.04	49,637.09
<i>Office of the First Assistant Postmaster-General.</i>					
Compensation to postmasters.	5,045,630.42	5,214,356.95	5,312,774.66	5,211,155.94	20,783,919.97
Compensation to postmasters at first and second class post-offices.	369,716.57	370,919.39	369,247.57	369,790.52	1,479,674.05
Compensation to clerks in post-offices.	3,686,448.51	3,604,975.19	3,608,284.91	3,634,339.09	14,478,047.70
Rent, light, and fuel for first, second, and third class offices.	505,642.19	530,502.13	539,930.40	546,224.57	2,122,299.29
Miscellaneous items, including office furniture.	96,950.24	72,770.80	40,676.46	41,079.60	250,477.10
Advertising at first and second class offices.	5,498.40	5,651.71	5,760.81	5,894.09	22,796.01
Free-delivery service.	4,354,207.08	4,266,304.85	4,223,104.86	4,279,694.12	17,123,310.90
Experimental rural free-delivery service.	692,258.26	867,724.77	1,109,606.89	1,324,106.59	3,993,706.51
Stationery for postal service.	19,678.94	10,743.92	35,106.39	3,908.82	69,439.97
Wrapping twine.	34,783.35	25,283.86	34,950.67	21,709.50	116,707.38
Letter balances, scales, and test weights.	19,845.42	5,065.00	4,678.50	361.40	29,970.32
Postmarking and rating stamps.	3,367.15	3,066.20	5,562.64	449.58	12,465.57
Packing boxes, slugs, and labels, etc.	12,619.96	10,279.86	11,096.42	3,448.18	37,446.44
Printing facing slips, etc.	590.80	289.21	194.59	155.70	1,230.30
Canceling machines.	9,681.31	5,698.37	8,022.91	3,181.44	26,584.03
Blanks, etc., for money-order service.	35,869.39	48,300.60	68,474.68	62,773.58	195,418.25
Rubber and metal stamps for money-order service.	25,108.11	30,820.49	29,468.50	36,355.56	120,752.65
Stationery and miscellaneous for money-order service.	865.84	622.00	1,433.25	4,102.71	7,023.80
Payment of money orders more than one year old.	1,621.73	3,001.76	4,712.99	6,217.60	14,584.08
Assistant superintendents, salary and allowance division.	25,655.08	44,906.43	22,646.98	87,154.62	130,365.11
Rubber stamps and type.	3,856.96	4,455.04	4,224.00	4,226.00	16,764.00
Copying presses and typewriters for money-order service.	1,450.88	940.15	982.80	1,221.92	4,594.73
	8,990.83	846.53	830.02	96.90	9,766.28
<i>Office of the Second Assistant Postmaster-General.</i>					
Inland mail transportation:					
Railroad.	8,618,778.49	8,612,093.98	8,709,729.92	8,759,397.66	34,700,000.00
Railroad, special facilities, etc.	43,077.71	40,020.91	35,582.84	31,687.67	150,319.13
Star.	1,431,349.91	1,428,637.65	1,465,542.17	1,399,951.27	5,725,531.00
Steamboat.	156,274.34	136,355.17	123,804.95	146,628.25	583,082.75
Electric and cable cars.	98,867.89	94,628.86	99,160.87	102,480.50	389,967.61

Mall-messenger service.....	251, 067.68	252, 530.87	257, 723.48	263, 924.07	1, 025, 245.50
Pneumatic-tube service.....	199, 892.65	194, 691.69	194, 949.25	199, 399.90	788, 423.59
Wagon service.....	78, 838.43	87, 621.70	72, 636.75	40, 252.14	273, 844.02
Mall bags, etc.....	11, 925.26	9, 907.06	10, 190.88	10, 127.70	42, 150.44
Repair shop for mail bags.....	2, 852.15	2, 582.07	1, 632.81	1, 882.64	8, 449.87
Railway post-office car service.....	1, 144, 476.01	1, 152, 962.05	1, 171, 728.56	1, 188, 211.96	4, 657, 388.57
Railway mail service.....	2, 512, 244.87	2, 859, 621.52	2, 592, 091.53	2, 600, 630.46	10, 264, 588.88
Miscellaneous items.....	3.50	111.00	251.27	631.88	10, 264, 997.45
Transportation of foreign mails.....	509, 857.19	601, 622.66	568, 031.45	589, 279.45	2, 268, 690.75
Balance due foreign countries.....	20, 286.14	42, 846.35	73, 983.87	5, 166.21	141, 782.07
<i>Office of the Third Assistant Postmaster-General.</i>					
Manufacture of postage stamps.....	77, 511.68	64, 996.63	71, 466.19	67, 947.79	281, 922.29
Distribution of postage stamps.....	2, 894.12	2, 965.86	2, 983.90	2, 963.90	11, 867.78
Manufacture of stamped envelopes, etc.....	141, 810.82	157, 138.42	167, 614.13	154, 863.93	621, 827.30
Distribution of stamped envelopes, etc.....	4, 204.14	4, 354.91	4, 436.00	4, 436.00	17, 429.05
Manufacture of postal cards.....	41, 066.41	36, 698.31	2, 947.20	30, 929.64	111, 670.56
Distribution of postal cards.....	1, 799.19	1, 640.51	1, 968.96	1, 959.65	7, 558.30
Registered-package, tag, official, and dead-letter envelopes.....	31, 190.61	34, 897.93	35, 241.80	25, 829.51	126, 649.85
Ship, steamboat, and way letters.....	84.00	57.98	62.62	74.46	279.56
Payment of indemnities for loss by registered mail.....	74.00	15.00	.....	60.90	149.90
Special-delivery service, car fare.....	806.65	747.05	961.70	1, 088.75	3, 643.15
Special-delivery service, fees.....	150, 259.96	159, 861.01	149, 774.71	161, 119.18	621, 014.95
Miscellaneous items.....	.....	17.40	256.96	897.65	631.00
Blanks, etc., for registry system.....	83.00	.....	12.50	68.70	114.20
<i>Office of the Fourth Assistant Postmaster-General.</i>					
Mall depredations and post-office inspectors.....	182, 523.11	131, 477.40	138, 182.06	182, 113.64	629, 096.21
Payment of rewards.....	.....	.....	1, 200.00	700.00	1, 900.00
Miscellaneous items.....	.....	.....	.....	.....	.....
Total.....	80, 518, 209.26	80, 947, 131.48	31, 899, 426.02	31, 527, 706.26	124, 392, 472.02

REPORT OF THE POSTMASTER-GENERAL.

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ended June 30, 1902, as compared with the fiscal years ended June 30, 1901, and June 30, 1900.—Continued.

Items.	Expenditures for the fiscal year 1901.			Expenditures for the fiscal year 1900.		
	Expenditures on account of previous fiscal years.	Comparison with 1902.		Total payments to June 30, 1902.	Comparison with 1902.	
		Increase 1902 over 1901.	Decrease 1902 from 1901.		Increase 1902 over 1900.	Decrease 1902 from 1900.
<i>Office of the Postmaster-General.</i>						
Printing and binding postal laws and regulations	\$3,000.00		\$3,000.00			
Advertising	325.15	\$2,056.30		\$1,873.45	\$1,816.93	\$178.01
Miscellaneous items	2.00	46.96		393.99		13,813.24
New territory and military postal service	4,063.33	231,040.75	181,403.66	63,450.33		
<i>Office of the First Assistant Postmaster-General.</i>						
Compensation to postmasters	194.86	834,405.18		19,113,590.40	1,670,329.57	
Compensation to postmasters at first and second class post-offices		19,949,514.79		12,404,562.57	1,479,674.05	
Compensation to clerks in post-offices	4,695.48	1,589,514.88		2,029,485.13	2,029,485.13	
Rent, light, and fuel for first, second, and third class offices	6,028.50	1,173,844.62		1,803,541.13	318,758.16	
Miscellaneous items, including office furniture	3,422.11	25,466.09		199,131.25	51,945.85	
Advertising at first and second class offices		1,833.16		19,998.14	2,796.87	
Free-delivery service	184,144.86	15,996,612.87	1,186,698.08	14,827,883.75	2,296,427.15	
Experimental rural free-delivery service	4,178.23	2,240,059.61		448,486.14	3,545,220.37	
Stationery for postal service		69,695.05	285.08	64,983.46	4,446.51	
Wrapping paper		159,622.76	42,915.38	100,000.00	16,707.38	6,380.16
Letter balances, scales, and test weights		84,996.71	2,500.84	86,330.48	2,718.09	
Postmarking and rating stamps		9,964.73		9,747.48		
Packing boxes, sawdust, etc		82,986.75		89,965.73		
Printing facing slips, slide labels, etc		999.72		999.92		
Canceling machines		9,585.63		19,941.64	6,642.39	
Blanks, etc., for money-order service	3,602.69	46,997.77		149,426.55	45,991.70	
Rubber and metal stamps for money-order service		21,523.99		96,876.56	23,876.09	
Stationery and miscellaneous for money-order service		3,667.50		4,999.02	2,024.78	
Payment of money orders more than one year old		3,177.50		9,184.30	6,369.78	
Assistant superintendents, salary and allowances division	51.57	42,200.13		61,011.80	69,353.31	
Rubber stamps and type		16,764.00		16,764.00	16,764.00	
Copying presses and typewriters for money-order service		4,594.73		4,594.73	4,594.73	
		4,787.59		9,786.23		
<i>Office of the Second Assistant Postmaster-General.</i>						
Inland mail transportation:						
Railroad	11,127.23	83,527,333.41	1,172,666.59	32,993,076.50	1,706,923.50	
Railroad, special facilities, etc		167,010.40		181,269.33		30,890.20
Star	90,322.22	5,194,935.76	580,595.24	5,088,127.51	637,338.49	
Steamboat	9,368.88	516,985.94	46,106.81	505,928.21	57,134.54	
Electric and cable cars	9,320.08	340,219.64	49,767.97	289,757.96	100,229.63	

Mail-messenger service.....	761.72	974,221.18	51,024.82	222,284.00	917,652.31	107,598.19	212,409.26
Pneumatic-tube service.....		222,254.00			212,409.26		
Wagon service.....	1,222.57	785,661.18	52,762.41		717,522.41	70,801.18	973.42
Mail bags, etc.....	4,315.17	269,388.08	4,450.90		274,817.44		583.53
Mail locks and keys.....	896.26	40,956.25	1,194.19		42,708.97		
Repair shop for mail bags.....		8,283.86	1,851.81		8,251.48	198.19	
Railway post-office car service.....	2.15	4,408,641.68	248,726.89		4,198,185.73	468,182.84	
Railway-mail service.....	370.06	9,676,969.68	568,781.80		8,840,461.79	1,424,126.59	
Miscellaneous items.....	16,912.11	2,021,161.71	28.02		998.70		1.05
Transportation of foreign mails.....	315.01		247,529.04		1,959,864.31	309,326.44	
Balance due foreign countries.....		144,700.04			144,974.06		8,191.99
Payment to Amos Van Etten.....				2,917.97	126.00		126.00
Investigation, pneumatic-tube service.....		5,273.76		5,273.76			
<i>Office of the Third Assistant Postmaster-General.</i>							
Manufacture of postage stamps.....	9,613.98	262,613.98	19,308.31		209,829.32	72,092.97	100.49
Distribution of postage stamps.....		11,902.08		14.25	11,988.27		
Manufacture of stamped envelopes, etc.....	8.56	570,450.42	50,876.88		506,890.45	114,446.86	386.53
Distribution of stamped envelopes, etc.....		17,465.57		36.52	17,765.58		36,883.55
Manufacture of postal cards.....		156,702.37		46,081.81	148,504.11		
Distribution of postal cards.....		7,684.80		136.00	6,917.18	641.12	
Registered-package, tag, official, and dead-letter envelopes.....	12,739.70	113,739.70	12,910.15		96,987.52	29,662.33	
Ship, steamboat, and way letters.....		319.34		39.78	333.62		54.06
Payment of indemnities for loss by registered mail.....	350.96	841.60		691.70	762.24		612.34
Special-delivery service, car fare.....			3,543.15		479,355.93	8,543.15	
Special-delivery service, fees.....	10.64	544,796.94	76,218.91		141,658.92	137.14	
Miscellaneous items.....		495.11	136.89		493.86	114.20	
Blanks, etc., for registry system.....			114.20				
<i>Office of the Fourth Assistant Postmaster-General.</i>							
Mail deprecations and post-office inspectors.....		492,859.27	36,286.94		421,675.07	107,421.14	
Payment of rewards.....	12,850.00	12,150.00		10,250.00	18,925.00		17,025.00
Miscellaneous items.....							
Total.....	888,225.05	115,881,490.22	9,546,919.87	586,987.57	107,788,442.23	16,965,006.91	325,977.12

Comparison of expenditures:	
Increase over fiscal year 1901.....	\$9,010,981.80
Increase over fiscal year 1900.....	16,629,029.79
Expenditures on account of transportation of domestic mails:	
For fiscal year 1900.....	45,094,989.24
For fiscal year 1901.....	46,087,283.19
For fiscal year 1902.....	47,990,988.15
Increase over fiscal year 1900.....	2,904,998.91
Increase over fiscal year 1901.....	1,912,704.96
Comparison of receipts and expenditures:	
Expenditures.....	124,392,472.02
Receipts.....	121,848,047.26
Excess of expenditures for the fiscal year 1902.....	2,544,424.76
Expenditures on account of previous fiscal years.....	398,225.06
Total excess of expenditures during the fiscal year 1902.....	2,937,649.81

No. 5.—Statement of receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1902, compared with those of the previous fiscal year.

	Net deposits.	Transfer account.		Aggregate accumulation.
		To—	From—	
Treasurer United States, Washington, D. C.	{ a \$2,458,845.86 1,169,143.38 }	\$26,872.64	\$2,900,000.00	\$3,654,861.88
Assistant treasurer United States:				
Baltimore, Md.....	640,337.32	1,800,000.00		2,440,337.32
Boston, Mass.....	4,213,776.62		2,300,000.00	4,213,776.62
Chicago, Ill.....	11,506,198.71	400,000.00		11,906,198.71
Cincinnati, Ohio.....	3,017,810.61			3,017,810.61
New Orleans, La.....	1,710,795.86			1,710,795.86
New York, N. Y.....	20,172,359.49	1,300,000.00		21,472,359.49
Philadelphia, Pa.....	4,665,488.88	1,200,000.00		5,865,488.88
San Francisco, Cal.....	1,968,099.32		200,000.00	1,968,099.32
St. Louis, Mo.....	3,549,228.76	700,000.00		4,249,228.76
Designated national banks.....	80,381.55		26,872.64	80,381.55
Total.....	55,101,466.36 53,429,871.96	5,426,872.64	5,426,872.64	60,528,339.00
Net increase.....	1,671,594.40			

	Comparison of receipts with those of the previous fiscal year.		Amount of warrants issued for 1902, compared with those issued for the previous fiscal year.		
	Increase.	Decrease.	Warrants issued for 1902.	Increase.	Decrease.
Treasurer United States, Washington, D. C.		{ b \$2,542,499.31 426,084.85 }	\$388,420.62		\$17,040.02
Assistant treasurer United States:					
Baltimore, Md.....	\$30,854.04		2,352,593.70	\$518,040.49	
Boston, Mass.....	323,987.86		1,792,348.68		148,865.12
Chicago, Ill.....	785,799.71		11,865,908.53	406,853.96	
Cincinnati, Ohio.....	227,309.00		3,137,850.78		450,893.72
New Orleans, La.....	229,452.05		1,604,637.87		21,026.72
New York, N. Y.....	2,191,451.49		20,764,480.52	1,185,368.71	
Philadelphia, Pa.....	446,605.58		6,121,680.27	684,317.35	
San Francisco, Cal.....	176,116.47		1,873,381.81	377,577.76	
St. Louis, Mo.....	221,599.65		4,707,976.18	5,307.64	
Designated national banks.....	7,002.71				
Total.....	4,640,128.56 2,968,534.16	2,968,534.16	54,599,273.41 52,107,638.09	8,129,460.90 637,825.58	637,825.58
Net increase.....	1,671,594.40		2,491,636.32	2,491,636.32	

a Grants from the general Treasury on account of deficiency in the postal revenue.

b Decrease in grants.

No. 5.—Statement of receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1902, compared with those of the previous fiscal year—Cont'd.

	Amount of warrants paid for 1902.	Balance on hand June 30, 1902.	Amount of warrants outstanding June 30, 1902.	Balance subject to draft June 30, 1902.
Treasurer United States, Washington, D. C.....	\$921, 446. 84	\$234, 310. 85	\$2, 581. 45	\$231, 728. 90
Assistant treasurer United States:				
Baltimore, Md.....	2, 355, 082. 79	182, 588. 90	4, 581. 50	127, 957. 40
Boston, Mass.....	1, 798, 716. 29	1, 165, 827. 62	5, 217. 41	1, 160, 610. 21
Chicago, Ill.....	11, 380, 709. 78	2, 968, 697. 40	41, 497. 00	2, 947, 200. 40
Cincinnati, Ohio.....	3, 125, 549. 88	676, 285. 70	14, 202. 60	662, 038. 10
New Orleans, La.....	1, 601, 400. 09	462, 309. 98	16, 900. 55	445, 409. 88
New York, N. Y.....	20, 772, 598. 79	2, 697, 302. 08	87, 279. 42	2, 610, 022. 61
Philadelphia, Pa.....	6, 131, 384. 87	707, 274. 73	6, 878. 83	700, 400. 90
San Francisco, Cal.....	1, 829, 699. 88	452, 087. 80	76, 382. 27	875, 706. 58
St. Louis, Mo.....	4, 708, 425. 00	585, 985. 87	65, 182. 58	470, 758. 29
Designated national banks.....		11, 721. 90		11, 721. 90
Old accounts.....		37, 277. 06		37, 277. 06
Total.....	54, 619, 964. 16	10, 101, 519. 29	320, 698. 61	9, 780, 820. 68

Balance on hand June 30, 1901.....	\$9, 621, 517. 09
Counter entry on account of previous fiscal year.....	1, 500. 00
	9, 620, 017. 09
Receipts for fiscal year 1902.....	55, 101, 466. 86
	64, 721, 483. 45
Warrants paid for fiscal year 1902.....	54, 619, 964. 16
	10, 101, 519. 29
Warrants outstanding June 30, 1902.....	320, 698. 61
Balance subject to warrant June 30, 1902.....	9, 780, 820. 68

No. 6.—Statement of postal receipts and expenditures, by quarters; yearly increase in receipts and expenditures, per cent of increase, excess of receipts over expenditures and excess of expenditures over receipts, by quarters; yearly loss by bad debts, etc., and total yearly deficiency in postal revenue, for fiscal years from 1882 to 1902, inclusive.

Period.	Receipts.	Increase in receipts over previous fiscal year.	Per cent of increase.	Expenditures.	Increase in expenditures over previous fiscal year.	Per cent of increase.	Excess of receipts over expenditures.	Excess of expenditures over receipts.	Loss by bad debts, etc.	Ordinary deficiency, including loss by bad debts, etc.
<i>Fiscal year 1882.</i>										
Quarter ended—										
September 30, 1881	\$9,490,706.95			\$9,686,810.96						
December 31, 1881	10,620,400.90			9,941,976.70						
March 31, 1882	10,964,285.80			9,976,807.81			\$678,494.20			
June 30, 1882	10,899,066.50			10,494,589.28			\$774,527.22			
Total.	41,876,410.15			40,689,684.76			2,082,879.41	196,104.01	\$196,104.01	\$1,696,810.06
<i>Fiscal year 1883.</i>										
Quarter ended—										
September 30, 1882	10,545,982.95			10,188,990.83			\$356,993.12			
December 31, 1882	11,486,046.78			10,406,446.47			1,082,601.31			
March 31, 1883	11,912,376.92			10,792,499.16			1,119,877.77			
June 30, 1883	11,562,385.96			11,879,786.11			182,549.86			
Total.	45,506,692.61	\$3,632,292.46	8.67	42,816,700.56	\$2,777,065.81	6.90	2,691,992.06		\$8,802.82	\$2,683,189.23
<i>Fiscal year 1884.</i>										
Quarter ended—										
September 30, 1883	10,595,867.71			11,604,251.09				1,010,383.38		
December 31, 1883	11,764,816.60			11,492,866.84				\$28,949.76		
March 31, 1884	10,846,583.81			11,028,968.44				\$182,384.63		
June 30, 1884	10,720,906.19			11,676,786.28				\$955,879.09		
Total.	43,928,168.81	\$2,182,788.80	4.79	46,404,900.65	\$3,588,260.09	8.38		3,079,001.84	\$2,961.16	\$3,075,002.68
<i>Fiscal year 1885.</i>										
Quarter ended—										
September 30, 1884	9,974,210.09			12,087,480.71				2,083,270.62		
December 31, 1884	10,721,268.89			12,388,702.28				1,617,433.39		
March 31, 1885	10,863,648.84			12,544,846.68				1,681,197.84		
June 30, 1885	10,881,781.51			12,896,208.51				1,514,427.00		
Total.	42,560,848.83	\$2,765,114.98	1.76	49,817,188.41	\$2,912,227.76	6.27		6,766,844.58	\$5,170.81	\$6,761,515.89

[illegible]

a-\$133,672.84 of the amount charged to bad debts, etc., in fiscal year 1882 is the sum of balances which could not be collected on accounts found open from 1789 to 1880.
b the ledgers having been balanced for that period.
c Excess of receipts over expenditures for fiscal year after deducting loss by bad debts, etc.
d Decrease in receipts from previous fiscal year.
e Gain from balances due postmasters closed by suspense.

No. 6.—Statement of postal receipts and expenditures, by quarters; yearly increase in receipts and expenditures, per cent of increase, excess of receipts over expenditures and excess of expenditures over receipts, by quarters; yearly loss by bad debts, etc., and total yearly deficiency in postal revenue, for fiscal years from 1882 to 1902, inclusive—Continued.

Period.	Receipts.	Increase in receipts over previous fiscal year.	Per cent of increase.	Expenditures.	Increase in expenditures over previous fiscal year.	Per cent of increase.	Excess of receipts over expenditures.	Excess of expenditures over receipts.	Loss by bad debts, etc.	Ordinary deficiency including loss by bad debts, etc.
<i>Fiscal year 1891.</i>										
<i>Quarter ended—</i>										
September 30, 1890.....	\$15,165,999.97			\$17,801,998.18						
December 31, 1890.....	17,128,857.98			17,768,159.47						
March 31, 1891.....	17,424,426.64			18,081,264.53						
June 30, 1891.....	16,213,091.76			18,628,894.76						
Total.....	65,981,765.72	\$5,049,637.80	8.29	71,662,841.89	\$5,781,624.78	8.69			\$22,876.36	\$5,768,432.58
<i>Fiscal year 1892.</i>										
<i>Quarter ended—</i>										
September 30, 1891.....	16,180,896.22			18,638,249.89						
December 31, 1891.....	18,393,570.97			19,006,669.69						
March 31, 1892.....	18,937,826.16			19,809,814.16						
June 30, 1892.....	17,508,692.63			19,366,028.55						
Total.....	70,980,476.96	4,998,690.26	7.58	76,328,762.29	4,661,420.40	6.50				
<i>Fiscal year 1893.</i>										
<i>Quarter ended—</i>										
September 30, 1892.....	17,312,624.08			19,946,858.15						
December 31, 1892.....	19,900,789.84			20,411,177.24						
March 31, 1893.....	20,020,319.97			20,484,906.26						
June 30, 1893.....	18,663,249.82			20,231,161.25						
Total.....	75,896,983.16	5,066,457.18	7.14	81,074,104.90	4,760,842.61	6.22			32,040.58	5,209,312.82
<i>Fiscal year 1894.</i>										
<i>Quarter ended—</i>										
September 30, 1893.....	18,124,285.77			20,928,684.12						
December 31, 1893.....	19,123,189.20			21,162,981.73						
March 31, 1894.....	19,787,766.41			21,077,426.94						
June 30, 1894.....	18,085,288.66			21,165,371.86						
Total.....	75,080,479.04	\$816,454.12	1.07	94,324,414.15	8,250,809.26	4.00			68,882.74	9,807,817.86

No. 8.—Statement of postal receipts and expenditures, by quarters; yearly increase in receipts and expenditures, per cent of increase, excess of receipts over expenditures and excess of expenditures over receipts, by quarters; yearly loss by bad debts, etc., and total yearly deficiency in postal revenue, for fiscal years from 1888 to 1902, inclusive—Continued.

Period.	Receipts.	Increase in receipts over previous fiscal year.	Per cent of increase.	Expenditures.	Increase in expenditures over previous fiscal year.	Per cent of increase.	Excess of receipts over expenditures.	Excess of expenditures over receipts.	Loss by bad debts, etc.	Ordinary deficiency, including loss by bad debts, etc.
<i>Fiscal year 1900.</i>										
Quarter ended—										
September 30, 1899	\$23,071,980.11			\$26,572,626.70				\$3,500,736.59		
December 31, 1899	26,496,461.39			26,738,129.08				246,677.69		
March 31, 1900	27,371,739.94			27,097,388.39			\$274,351.55			
June 30, 1900	25,414,497.85			26,786,153.95				1,371,656.11		
Total	102,354,579.29	\$7,383,185.12	7.71	107,249,298.13	\$5,614,028.14	6.73	274,351.55	5,169,070.39	\$24,669.40	\$4,919,388.24
<i>Fiscal year 1901.</i>										
Quarter ended—										
September 30, 1900	24,473,625.38			28,343,687.90				3,870,062.52		
December 31, 1900	29,406,085.67			28,771,486.60			633,646.07			
March 31, 1901	29,909,482.38			29,065,428.29			854,054.09			
June 30, 1901	27,843,049.96			28,869,001.30				1,025,951.34		
Total	111,631,198.39	9,276,614.10	9.06	115,089,607.09	7,790,308.96	7.26	1,487,600.16	4,896,018.96	57,793.23	3,566,206.93
<i>Fiscal year 1902.</i>										
Quarter ended—										
September 30, 1901	26,870,396.76			30,518,209.26				3,647,813.50		
December 31, 1901	32,006,621.50			30,947,131.48			1,059,490.02			
March 31, 1902	32,388,692.07			31,899,426.02			989,166.05			
June 30, 1902	30,583,437.98			31,627,705.26				944,267.33		
Total	121,848,047.26	10,216,868.87	9.15	124,392,472.02	9,352,864.93	8.13	2,047,656.07	4,592,080.83	23,620.10	2,567,944.96

No. 7.—*Postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards issued, by quarters, during the fiscal year ended June 30, 1902.*

ORDINARY POSTAGE STAMPS.

Denomination.	Quarter ended—				Total.
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.	
1-cent	195,820,900	304,469,100	320,646,000	318,170,400	1,139,106,400
2-cent	615,444,100	768,473,200	842,624,000	798,082,800	3,024,624,100
2-cent, in stamp books	25,770,120	29,608,608	35,332,560	33,757,200	124,468,488
3-cent	6,249,100	8,556,800	10,913,100	7,331,200	33,050,200
4-cent	7,103,700	9,612,800	13,017,600	9,439,900	39,224,000
5-cent	12,346,500	15,309,600	19,324,300	16,147,400	63,127,800
6-cent	2,718,400	3,167,200	3,894,800	3,171,400	12,951,800
8-cent	3,079,500	4,368,900	5,391,700	4,086,600	16,906,700
10-cent	4,887,600	6,688,100	7,984,400	6,757,100	26,317,200
15-cent	1,106,660	914,100	1,846,500	634,440	4,551,700
50-cent	37,620	74,780	58,500	47,270	218,170
1-dollar	11,005	12,825	9,095	10,795	44,320
2-dollar	875	965	1,550	1,325	4,715
5-dollar	770	55	1,475	980	3,280
10-cent special delivery	2,236,350	2,192,640	2,141,310	2,131,450	8,701,750
Total	876,813,200	1,158,449,673	1,263,187,490	1,199,850,210	4,493,300,573
Value	\$17,194,712.40	\$22,080,176.16	\$24,568,898.20	\$22,774,289.00	\$86,583,050.76

COMMEMORATIVE SERIES, 1901—PAN-AMERICAN.

Denomination.	Quarter ending Sept. 30, 1901.	Total for fiscal year.
1-cent	40,027,500	40,027,500
2-cent	88,056,500	88,056,500
4-cent	1,970,400	1,970,400
5-cent	2,162,000	2,162,000
8-cent	2,392,900	2,392,900
10-cent	2,077,600	2,077,600
Total	136,686,900	136,686,900
Value	\$2,747,513	\$2,747,513

STAMP BOOKS.

Denomination.	Quarter ended—				Total.
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.	
Books of 12 stamps	1,043,010	1,189,584	1,411,220	1,340,020	4,963,834
Books of 24 stamps	812,690	359,400	436,860	415,660	1,524,610
Books of 48 stamps	119,780	139,750	164,860	160,440	584,830
Total	1,475,480	1,688,734	2,012,940	1,916,120	7,093,274
Value	\$530,157.20	\$609,059.50	\$726,780.60	\$694,305.20	\$2,560,302.50

NUMBER AND VALUE OF STAMPS IN STAMP BOOKS.

Quarter ended—		Number.	Value.
September 30, 1901		25,770,120	\$515,402.40
December 31, 1901		29,608,608	592,172.16
March 31, 1902		35,332,560	706,651.20
June 30, 1902		33,757,200	675,144.00
Total		124,468,488	2,489,369.76

No. 7.—*Postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards issued, by quarters, during the fiscal year ended June 30, 1902—Continued.*

POSTAGE-DUE STAMPS.

Denomination.	Quarter ended—				Total.
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.	
1-cent	1,296,100	1,167,700	1,470,400	1,320,900	5,255,100
2-cent	3,625,300	4,238,200	3,290,300	3,910,700	15,064,500
3-cent	89,800	96,400	92,400	158,000	438,600
5-cent	272,600	242,900	319,100	288,300	1,122,900
10-cent	453,450	460,200	719,000	518,550	1,611,200
30-cent	1,110	1,720	960	1,900	5,690
50-cent	1,700	1,066	714	1,800	5,300
Total	5,740,060	6,210,206	5,892,874	6,200,150	24,043,290
Value	\$148,319	\$158,617	\$171,782	\$163,908	\$642,621

ORDINARY STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

Denomination.	Quarter ended—				Total.
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.	
1-cent	10,592,000	12,554,750	12,780,000	12,319,750	48,246,500
2-cent	50,122,000	55,140,500	61,898,750	52,836,000	219,997,250
4-cent	15,500	10,000	7,750	86,000	69,250
6-cent	38,000	75,000	48,000	68,500	224,500
1-cent wrappers	9,187,250	8,877,500	9,747,500	9,101,000	36,913,250
2-cent wrappers	685,250	593,000	668,500	673,500	2,610,250
Total	70,640,000	77,250,750	85,140,500	75,084,750	308,066,000
Value	\$1,302,463.67	\$1,427,317.68	\$1,582,767.33	\$1,881,058.78	\$5,693,602.66

SPECIAL REQUEST STAMPED ENVELOPES.

1-cent	5,774,500	6,987,000	7,600,000	6,281,000	26,592,500
2-cent	117,839,500	132,314,000	138,071,500	129,705,500	517,930,500
4-cent	50,500	52,500	60,500	49,000	212,500
6-cent	66,500	99,500	80,500	80,000	326,500
Total	123,781,000	139,408,000	145,812,500	136,115,500	545,062,000
Value	\$2,575,331.06	\$2,896,127.64	\$3,027,879.20	\$2,834,858.98	\$11,336,196.90

POSTAL CARDS.

Denomination.	Quarter ended—				Total.
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.	
A, 1-cent	76,000	146,000	64,000	61,500	347,500
D, 2-cent	2,582,500	3,166,250	2,635,450	2,804,750	11,189,950
E, 2-cent	172,600	112,500	279,350	198,400	752,850
F, 4-cent	1,250	1,000	1,000	1,000	4,250
H, 1-cent	133,209,500	148,961,500	131,140,000	110,207,000	523,508,000
K, 1-cent	120,500	7,246,040	2,439,000	1,592,000	11,397,540
Total	136,162,350	159,623,290	136,558,800	114,859,650	547,204,090
Value	\$1,389,212	\$1,629,060.40	\$1,394,766	\$1,178,608	\$5,591,636.40

(Weight, 3,441,186 pounds.)

No. 7.—*Postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards issued, by quarters, during the fiscal year ended June 30, 1902—Continued.*

RECAPITULATION.

Articles issued.	Number.	Value.
Ordinary postage stamps	4,360,130,335	\$83,228,506.00
Pan-American postage stamps	136,686,900	2,747,618.00
Postage stamps in stamp books	124,468,488	2,499,869.76
Stamp books	7,093,274	70,932.74
Special-delivery stamps	8,701,750	870,175.00
Postage-due stamps	24,043,290	642,621.00
Ordinary stamped envelopes	268,537,500	5,232,636.66
Special-request stamped envelopes	545,062,000	11,336,196.90
Newspaper wrappers	39,528,500	460,966.00
Postal cards	547,204,090	5,591,636.40
Aggregate	6,061,456,127	112,665,558.46

No. 8.—*Issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1902.*

Denomination.	Ordinary Pan-American, special-delivery, and postage-due stamps.	Stamped envelopes and newspaper wrappers.	Postal cards, not including those shipped to subagents.	Total.
1-cent	1,184,389,000	111,752,250	535,253,040	1,831,394,290
2-cent	3,127,745,100	740,543,000	11,946,800	3,880,234,900
2-cent, in stamp books	124,468,488			124,468,488
3-cent	83,488,800			83,488,800
4-cent	41,194,400	281,750	4,250	41,480,400
5-cent	66,412,700	551,000		66,963,700
6-cent	12,951,800			12,951,800
8-cent	19,299,600			19,299,600
10-cent	39,247,750			39,247,750
15-cent	4,551,700			4,551,700
30-cent	5,690			5,690
50-cent	223,470			223,470
1-dollar	44,320			44,320
2-dollar	4,715			4,715
5-dollar	3,230			3,230
Total	4,654,030,763	853,128,000	547,204,090	6,054,362,853
Value	\$89,973,184.76	\$17,029,799.56	\$5,591,636.40	\$112,594,620.72

No. 9.—*Statement showing increase in the issue of postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ended June 30, 1902, as compared with the issue of the preceding year.*

Articles.	Number.		Increase.	Percent of increase.	
	1901.	1902.		1901.	1902.
Ordinary postage stamps	3,967,455,220	4,360,130,335	892,675,115	0.23	9.89
Pan-American postage stamps	137,383,080	136,686,900	b 50,696,180	(c)	b 27.05
Postage stamps in stamp books	84,435,396	124,468,488	40,033,092	106.99	47.41
Special-delivery stamps	7,298,610	8,701,750	1,408,140	5.08	19.31
Postage-due stamps	22,012,180	24,043,290	2,031,110	4.97	9.22
Ordinary stamped envelopes	251,723,000	268,537,500	16,814,500	8.89	6.68
Special-request stamped envelopes	480,187,250	545,062,000	64,874,750	9.76	13.51
Newspaper wrappers	40,928,750	39,528,500	b 1,400,250	5.15	b 3.42
Postal cards	659,614,800	547,204,090	b 112,410,710	12.21	b 17.04
Total	5,701,033,286	6,064,362,853	353,329,567	7.12	6.19
Add stamp books	4,698,423	7,093,274	2,394,851	107.61	50.97
Grand total	5,705,731,709	6,061,456,127	355,724,418	7.16	6.23

a Last issue September 30, 1901.

b Decrease.

c None issued in fiscal year 1900.

No. 9.—Statement showing increase in the issue of postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards, etc.—Continued.

Articles.	Value.		Increase.	Per cent of increase.	
	1901.	1902.		1901.	1902.
Ordinary postage stamps.....	\$75,845,558.00	\$83,223,506.00	\$7,377,948.00	0.28	9.78
Pan-American postage stamps.....	3,849,600.00	2,747,513.00	b1,102,087.00	(c)	b28.62
Postage stamps in stamp books.....	1,688,707.92	2,489,369.76	800,661.84	108.99	47.41
Special-delivery stamps.....	729,361.00	870,175.00	140,814.00	5.08	19.31
Postage-due stamps.....	574,802.00	642,621.00	68,819.00	8.11	11.90
Ordinary stamped envelopes.....	4,896,338.75	5,232,636.66	336,297.91	8.92	6.87
Special-request stamped envelopes.....	9,981,656.07	11,336,196.90	1,354,541.83	9.77	18.57
Newspaper wrappers.....	478,078.75	480,966.00	b17,112.75	4.13	b3.58
Postal cards.....	6,695,401.00	5,591,636.40	b1,103,764.60	12.42	b16.49
Total.....	104,789,002.49	112,594,620.72	7,855,618.23	7.24	7.50
Add stamp books.....	46,984.23	70,932.74	23,948.51	107.61	50.97
Grand total.....	104,785,986.72	112,665,553.46	7,879,566.74	7.26	7.52

a Last issue September 30, 1901.

b Decrease.

c None issued in fiscal year 1900.

No. 10.—A comparative statement of second-class matter mailed and postage collected thereon at the 45 largest post-offices during the two fiscal years ended June 30, 1901, and 1902.

Office.	Year ended June 30, 1901.		Year ended June 30, 1902.		Increase.		Per cent of total amount collect- ed in United States.	
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.		
	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.		
New York, N. Y.	96,219,485	962,194.86	102,060,297	1,020,502.97	5,830,812	58,308.12	6.059	22.470
Chicago, Ill.	57,857,812	578,578.12	58,087,660	580,876.60	229,848	2,298.48	.897	12.790
Philadelphia, Pa.	22,069,548	220,695.48	23,530,534	235,305.34	1,460,986	14,609.86	6.619	5.181
St. Louis, Mo.	22,825,980	228,259.80	22,793,031	227,930.31	a32,949	a329.49	a.144	5.018
Boston, Mass.	18,967,888	189,678.88	19,174,162	191,741.62	206,274	2,062.74	1.087	4.241
Kansas City, Mo.	10,861,478	108,614.78	12,927,161	129,271.61	2,065,683	20,656.83	19.018	2.826
Minneapolis, Minn.	8,605,398	86,053.98	9,936,278	99,362.78	1,330,835	13,308.35	15.465	2.185
Cincinnati, Ohio.	9,279,964	92,799.64	9,636,396	96,363.96	356,432	3,564.32	8.840	2.121
Augusta, Me.	9,001,134	90,011.34	8,544,952	85,449.52	a456,132	a4,561.32	a5.068	1.881
Milwaukee, Wis.	5,294,267	52,942.67	6,593,563	65,935.63	1,219,296	12,192.96	24.641	1.451
San Francisco, Cal.	6,357,937	63,579.37	6,517,415	65,174.15	159,478	1,594.78	2.508	1.436
St. Paul, Minn.	5,655,558	56,655.58	6,264,399	62,643.99	598,841	5,988.41	10.569	1.307
Detroit, Mich.	5,331,687	53,316.87	5,855,000	58,550.00	523,313	5,233.13	9.815	1.288
Pittsburg, Pa.	5,558,065	55,580.65	5,793,819	57,933.19	240,234	2,402.34	4.326	1.775
Cleveland, Ohio.	5,055,274	50,552.74	5,238,582	52,385.82	238,258	2,382.58	4.711	1.165
Des Moines, Iowa.	3,942,254	39,422.54	4,506,179	45,061.79	565,925	5,659.25	11.818	.992
Atlanta, Ga.	3,948,061	39,480.61	4,406,474	44,064.74	458,413	4,584.13	11.611	.970
Lincoln, Nebr.	3,418,579	34,185.79	4,389,574	43,895.74	971,015	9,710.15	28.407	.966
Omaha, Nebr.	4,022,447	40,224.47	4,114,015	41,140.15	91,568	915.68	2.276	.976
Baltimore, Md.	3,654,780	36,547.80	4,048,260	40,482.60	393,480	3,934.80	10.766	.891
Springfield, Ohio.	4,050,667	40,506.67	3,874,305	38,743.05	a176,362	a1,762.62	a4.851	.858
Denver, Colo.	3,956,097	39,560.97	3,763,682	37,636.82	a192,415	a1,924.15	a4.863	.828
Springfield, Mass.	3,421,066	34,210.66	3,712,497	37,124.97	291,441	2,914.41	8.519	.817
Indianapolis, Ind.	3,138,220	31,382.20	3,198,635	31,986.35	60,415	604.15	1.924	.704
Washington, D. C.	2,776,845	27,768.45	2,904,414	29,044.14	127,569	1,275.69	4.594	.630
Elgin, Ill.	2,530,548	25,305.48	2,578,680	25,786.80	48,132	481.32	1.902	.597
Dallas, Tex.	2,153,256	21,532.56	2,556,640	25,566.40	403,384	4,033.84	18.733	.562
Nashville, Tenn.	2,834,936	28,349.36	2,462,960	24,629.60	1,280,444	12,804.44	5.483	.543
Louisville, Ky.	3,237,462	32,374.62	2,453,876	24,538.76	a783,586	a7,835.86	a24.512	.540
New Orleans, La.	2,099,692	20,996.92	2,127,999	21,279.99	28,307	283.07	1.348	.468
Buffalo, N. Y.	1,583,192	15,831.92	1,914,240	19,142.40	321,048	3,210.48	20.157	.421
Toledo, Ohio.	1,775,737	17,757.37	1,824,477	18,244.77	48,740	487.40	2.744	.401
Topeka, Kans.	1,423,766	14,237.66	1,651,499	16,514.99	227,738	2,277.38	15.995	.363
Columbus, Ohio.	1,289,236	12,892.36	1,512,184	15,121.84	222,948	2,229.48	17.298	.332
Memphis, Tenn.	1,172,145	11,721.45	1,411,782	14,117.82	239,637	2,396.37	20.444	.310
Williamsport, Pa.	1,059,216	10,592.16	1,411,689	14,116.89	352,473	3,524.73	33.276	.310
Richmond, Va.	1,127,803	11,278.03	1,386,971	13,869.71	259,168	2,591.68	22.979	.305
St. Joseph, Mo.	1,090,711	10,907.11	1,288,810	12,888.10	198,099	1,980.99	18.162	.285
Salt Lake City, Utah.	1,141,308	11,413.08	1,224,906	12,249.06	83,597	835.97	7.324	.269
Seattle, Wash.	920,949	9,209.49	1,224,855	12,248.55	303,906	3,039.06	32.999	.269
Los Angeles, Cal.	859,744	8,597.44	1,187,596	11,875.96	327,852	3,278.52	38.133	.261
Rochester, N. Y.	1,099,487	10,994.87	1,126,695	11,266.96	26,208	262.08	2.583	.247
Houston, Tex.	912,460	9,124.60	1,097,082	10,970.82	184,622	1,846.22	20.238	.240
Utica, N. Y.	1,052,294	10,522.94	1,017,091	10,170.91	a35,203	a352.03	a3.845	.223
Brooklyn, N. Y.	1,006,509	10,065.09	1,014,370	10,143.70	7,861	78.61	.781	.223
	355,155,847	3,551,568.47	374,391,175	3,743,911.75	19,235,328	192,353.28	5.416	82.437

a Decrease.

No. 11.

Alabama
Alaska..
Arizona
Arkansas
California
Colorado
Connect
Delaware
District
Florida
Georgia
Idaho..
Illinois
Indiana
Indian
Iowa ...
Kansas..
Kentuck
Louisian
Maine..
Marylan
Massach
Michiga
Minneso
Mississ
Missouri
Montana
Nebraska
Nevada..
New Ha
New Jer
New Me
New Yo
North C
North D
Ohio....
Oklahon
Oregon..
Pennsyl
Rhode I
South C
South D
Tenness
Texas...
Utah...
Vernon
Virginia
Washing
West V
Wiscons
Wyomia
Hawaii
Porto R
Samoa..
Guam ..

To

Total de
Total de

Total fo
Total fo

Free ...

G
Fees rec

NO. 11
1900

No. 13.—*Statement showing the number and value of registered letters and parcels sent during the fiscal year ended June 30, 1902, for the Post-Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postal funds received at post-office depositories.....		\$4, 237, 952. 11
Postage stamps from the Washington agency.....	279, 967	90, 044, 154. 50
Stamped envelopes and newspaper wrappers from the agency at Hartford and the subagency at St. Louis.....	371, 662	17, 046, 769. 07
Postal cards from the agency at Rumford Falls, Me., ^a and the subagencies at Cincinnati, St. Louis, Troy, and Washington.....	119, 479	4, 258, 629. 74
Surplus money-order funds remitted for deposit by registered mail.....		285, 488, 237. 58
Total for the Post-Office Department.....	771, 068	401, 076, 643. 00
Secretary of the Treasury received.....	9, 567	30, 508, 623. 73
Secretary of the Treasury sent.....	1, 780	251, 506. 38
Register of the Treasury received.....	3, 665	41, 992, 137. 72
Register of the Treasury sent.....	6, 065	56, 927, 023. 40
Commissioner of Internal Revenue received.....	11, 025	37, 869, 741. 31
Commissioner of Internal Revenue sent.....	85, 034	294, 614, 889. 59
Comptroller of the Currency received.....	1, 305	20, 260, 976. 49
Comptroller of the Currency sent.....	282	27, 973, 450. 00
Auditor for the Post-Office Department received.....	5, 302	19, 620. 70
Auditor for the Post-Office Department sent.....	580	6, 132. 98
Treasurer of the United States received.....	24, 236	23, 601, 373. 63
Treasurer of the United States sent.....	14, 962	9, 835, 416. 49
Assistant treasurers of the United States received.....	85, 266	12, 670, 287. 74
Assistant treasurers of the United States sent.....	18, 312	578, 339, 725. 98
Total for the Treasury Department.....	267, 401	1, 133, 870, 906. 14
Aggregate.....	1, 038, 489	1, 534, 946, 549. 14

^a The postal-card agency was removed to Rumford Falls from Piedmont, W. Va., January 23, 1902.

CONCLUSION.

In conclusion, I wish to commend the officers, clerks, and others of this Bureau who have contributed to the results accomplished during the year covered by this report in the close attention given to, and the painstaking discharge of, their official duties.

Very respectfully,

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

Hon. HENRY C. PAYNE,
Postmaster-General.

REPORT

OF THE

FOURTH ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1902.

REPORT
OF THE
FOURTH ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 21, 1902.

SIR: I have the honor to invite your attention to the following statement of the operations of this Bureau for the fiscal year ended June 30, 1902:

The work of the Bureau has increased proportionately with the enormous increase in the postal business of the country. In the division of appointments the work was heavier than in any year since 1898. There was a large increase in the number of Presidential postmasters appointed, as compared with preceding years, the total number being 2,370, the greatest in any one year in the history of the Department. This increase was due to the expiration of a large number of commissions during the year and the advancing of many fourth class post-offices to the Presidential grade. There was no material difference in the number of fourth-class appointments made as compared with the year 1901. The work of the division of bonds and commissions is up to date and in satisfactory condition. The work required of the division of post-office inspectors and mail depredations increases with the increase of the postal business of the country, and has been kept well in hand during the fiscal year.

THE DIVISION OF APPOINTMENTS.

The work of this division relates to the appointment of postmasters, establishment and discontinuance of post-offices, deaths and resignations of postmasters, changes in post-office names and sites, and complaints and charges against postmasters.

All papers pertaining to the appointment of postmasters are briefed and filed in this division and prepared for the consideration of the Fourth Assistant Postmaster-General, the Postmaster-General, and the President.

APPOINTMENT OF POSTMASTERS.

There were more appointments of postmasters during the last fiscal year than during the preceding year. The total number of appointments for the fiscal year ended June 30, 1901, was 15,657, while for the fiscal year ended June 30, 1902, they amounted to 16,970, an

increase of 1,313. This increase was due to the large number of expirations of commissions of Presidential postmasters. During the fiscal year 1901 the commissions of only 184 postmasters of this class expired, while during the fiscal year 1902 there were 1,892 expirations.

The records show a slight increase in the number of removals of postmasters for cause, due to the policy of the Department to hold postmasters to a more strict account for carelessness and irregularities in the discharge of their duties. There was a gradual improvement in the character of service rendered by postmasters during the fiscal year, and their work has never been more efficient than it was during the period under consideration.

For convenience the division of appointments is divided into sections of two or more States, with a clerk in charge of each section. These section clerks are under the supervision of the chief of the division. Books of record are kept showing, by States, the names of post-offices, alphabetically arranged, and the names of postmasters, together with the dates of their appointment and the dates upon which they are commissioned. These records also show the names of all the postmasters who have served at a given place for a number of years past. In addition to these record books a separate record of Presidential post-offices is kept by the card system, in alphabetical order by States.

A journal is kept by the chief of the division containing a daily record of all changes of postmasters, showing the county and State in which the post-office is located, the name of the retiring postmaster, the name of the appointee, and the reason for the change; also a record of the establishment and discontinuance of post-offices and changes of names and sites. A condensed weekly report is made from this daily journal which shows the operations of the division by States, together with the whole number of post-offices in the United States at the end of each week.

In the preparation of papers in the appointment division, post-offices are divided into two general classes—Presidential and fourth class.

A Presidential office is an office where the salary of the postmaster amounts to not less than \$250 per quarter for four consecutive quarters, and the gross receipts for the same time amount to \$1,900. When an office has paid the above amount for four consecutive quarters, and the gross receipts have amounted to \$1,900 or more, it is then advanced to the Presidential class.

Presidential offices are divided into three classes—first, second, and third. A first-class office is one in which the gross receipts are over \$40,000 per annum, the salary of the postmaster of the same being from \$3,000 to \$6,000. A second-class office is one where the gross receipts amount to \$8,000 and not exceeding \$40,000 per annum, the salary of the postmasters of this class being from \$2,000 to \$2,900 per annum. A third-class office is one where the gross receipts are \$1,900 and not exceeding \$8,000 per annum, the salary of the postmaster being from \$1,000 to \$1,900 per annum.

Fourth-class offices comprise all offices where the receipts are less than \$1,900 per annum, or where the compensation of the postmaster does not amount to \$250 per quarter for four consecutive quarters. Fourth-class offices are divided into two kinds—money-order and non-money-order. A money-order office is one where money orders are sold in sums not exceeding \$100.

Fourth-class postmasters are allowed as compensation the whole of the box rents collected at their offices, and commissions on cancellations of matter actually mailed at their offices, and on amounts received from waste paper, etc., sold, as follows: On the first \$50 or less per quarter, 100 per cent; on the next \$100 or less per quarter, 60 per cent; on the next \$200 or less per quarter, 50 per cent; and on all the balance, 40 per cent, the same to be ascertained and allowed by the Auditor for the Post-Office Department in the settlement of the accounts of such postmasters upon their sworn quarterly returns.

Presidential postmasters are appointed by the President and confirmed by the Senate. Papers in Presidential cases are prepared in the division of appointments and submitted to the Fourth Assistant Postmaster-General, and by him to the Postmaster-General, who in turn submits them to the President with whatever recommendation he may have to make. When the Senate is in session, the President sends the names of Presidential postmasters to the Senate for consideration. When these nominations by the President are confirmed by the Senate, notice of appointment is mailed from the division of bonds and commissions to the appointees.

After the bond of the newly appointed postmaster is filed and approved a commission is issued. The commission dates from the date of confirmation, and is for a term of four years. When the Senate is not in session a vacation appointment may be made. In vacation appointments, cases are prepared for the consideration of the Postmaster-General and the President in the same way as above stated. The President signs the appointment of the postmaster, notice and blank bond are immediately forwarded him, and upon the approval of the bond he is commissioned. This commission holds until the adjournment of the first session of the Senate following the postmaster's appointment, or until his successor is nominated and confirmed by the Senate, unless said commission be sooner revoked by the President.

When the Senate meets, the President nominates postmasters for all vacancies that have occurred during the recess of the Senate. He may nominate the postmaster appointed in vacation, or some other candidate, if he prefers. Upon the confirmation of any postmaster by the Senate the commission of the postmaster appointed for the vacation terminates, and upon the filing of a bond the postmaster is commissioned for a term of four years from the date of his confirmation.

Fourth-class postmasters are appointed by the Postmaster-General. This class of cases is prepared in the division of appointments and submitted by the chief of the division to the Fourth Assistant Postmaster-General, who initials the jackets authorizing the appointment of postmasters. Notice of appointment and blank bond are sent out by the division of bonds and commissions to the appointee, and upon the approval of the bond a commission is issued, signed by the Postmaster-General, dating from the date upon which the commission is issued.

ESTABLISHMENT OF POST-OFFICES.

It is the policy of this Bureau to establish a post-office wherever one is desired, if it is shown that it will accommodate a reasonable number of people, the practice of the Department being to give the people the most convenient mail facilities possible. It is believed that such a

policy contributes to popular intelligence and good citizenship. When a substantial request is made for a new post-office, blanks covering the necessary inquiries are forwarded to the petitioners. When these papers are returned the petitioners are advised of the decision of the Department, and if establishment is deemed inadvisable the reasons are given.

The record of establishments during the last six fiscal years is as follows: 1897, 1,601; 1898, 3,601; 1899, 2,935; 1900, 3,600; 1901, 3,294; 1902, 3,038.

DISCONTINUANCE OF POST-OFFICES.

In case a post-office ceases to be a public necessity, or it is impossible to secure a suitable postmaster, it is discontinued. However, where the discontinuance of a post-office is contemplated on account of the death or resignation of the postmaster and failure to obtain a suitable candidate, a public notice is posted upon the door of the post-office for fifteen days notifying the patrons that unless the name of a suitable candidate is presented the office will be discontinued on a certain date. If, in the meantime, the people petition for its continuance, and recommend a desirable person for postmaster, he is appointed and the office is continued.

During the last fiscal year there was an increase of 1,022 discontinuances over the preceding fiscal year. The principal causes for the large increase in the number of post-offices discontinued have been the extension of the rural free-delivery service and the establishment of rural free-delivery stations in lieu of fourth-class post-offices, the extension of city delivery service so as to include offices adjacent to large Presidential offices, and the improvement of the public highways.

The extension of rural free delivery has resulted in the discontinuance of 1,906 post-offices during the year, the salaries of postmasters at said offices aggregating \$116,807.

PRIVATE POST-OFFICES.

The usual diligence has been exercised in the suppression of private post-offices. Wherever it is found that a post-office is conducted for the sole benefit of some corporation, factory, nursery company, patent-medicine firm, or other private business institution, it is discontinued. Such company or corporation usually has some one connected with it appointed postmaster, and the firm receives the benefit of the cancellations or the salary and allowances of the postmaster. To permit such post-offices to exist not only greatly reduces the revenues of the Department, but may be fruitful of fraud, and is, in the judgment of this Bureau, very much against public policy. In some instances these corporations or business institutions derived thousands of dollars of revenue from the Government, which virtually amounted to a commission or discount on their postal business.

Many such offices were discontinued during the year and the establishment of others refused.

DEATHS AND RESIGNATIONS OF POSTMASTERS.

Upon receiving notice of the death of a postmaster, a record of the same is made and the division of bonds and commissions is notified,

which division then notifies the sureties that they are required to take possession of the office and appoint an acting postmaster, to serve until a successor to the deceased postmaster may be appointed. When the resignation of a postmaster is received it is filed, and steps are at once taken to secure a successor. During the year there were 73 resignations of Presidential postmasters and 44 deaths, an increase of 25 in the number of resignations and a decrease of 9 in the number of deaths as compared with the preceding fiscal year. There were 791 deaths of fourth-class postmasters and 8,660 resignations, a decrease of 104 in the number of deaths and 131 in the number of resignations as compared with the preceding fiscal year.

CHANGES IN NAMES AND SITES.

In the naming of post-offices it is the policy of the Bureau to give plain, simple names, of a single word. This rule, however, is frequently interfered with by local conditions. A sentiment emanating from some historical incident, or business interests of the locality, may create in the minds of the people a desire for a special name that does not conform to the rule, and in deference to this sentiment or interest the Bureau often finds it necessary to make exceptions to the rule.

In numerous instances a post-office bears a different name from that of the village or community where it is located. Such a condition always causes more or less confusion in the delivery of the mails, and this Bureau endeavors to bring about such changes as will make the names uniform. Considerable difficulty has been experienced in the West in connection with the opening up of new country, the building of railroads, and the location of town sites. In some cases a railroad or town-site company will locate a town and incorporate it under a certain name without reference to the Post-Office Department to ascertain whether it will be practicable to give the post-office the same name. The managers of some of the railroads, however, before naming a new station, inquire of the Department whether certain names will be approved for post-offices in the State in which the station is to be located.

In the changing of the sites of fourth-class post-offices the greatest convenience to the largest number of patrons is considered. In many cases bitter controversies arise over the location of a post-office, and it is found necessary to detail an inspector to make an investigation of the matter in person.

COMPLAINTS AGAINST POSTMASTERS.

The number of complaints against postmasters has been about the same during the fiscal year as in former years. Whenever it appears from their nature that they are worthy of consideration careful attention is given the same, and if the gravity of the case warrants it is referred to an inspector for investigation. When a postmaster violates the postal laws and regulations, and the offense does not seem of sufficient gravity to warrant his removal from office, an official reprimand is forwarded to the postmaster, a copy of which is filed with the division of appointments against his record.

The following tables and explanatory notes in connection therewith

give a comprehensive idea of the work done in the appointment division for the fiscal year:

OPERATIONS OF THE DIVISION OF APPOINTMENTS.

Post-offices established, discontinued, advanced to Presidential grade, relegated to fourth class, total number of offices, etc.

	June 30—		Increase.	Decrease.
	1901.	1902.		
Post-offices established	3,294	3,088		256
Post-offices discontinued	3,037	4,069	1,022	
Fourth-class offices advanced to Presidential	267	294	37	
Presidential offices relegated to fourth class	11	7		4
Number of Presidential offices	4,466	4,731	265	
Number of fourth-class offices	72,479	71,193		1,286
Total number of offices	76,945	75,924		1,021

APPOINTMENTS DURING THE YEAR.

Presidential offices:				
On resignations	48	73	25	
On deaths	58	44		9
On expiration of terms	184	1,892	1,708	
On removals	49	54	5	
On offices becoming Presidential	255	307	52	
Total number of Presidential appointments during the year	589	2,370	1,790	9
Fourth-class offices:				
On resignations	8,791	8,660		131
On deaths	896	791		104
On removals at expiration of four years' service	1,394	1,391		3
On removals	687	714	27	
On offices relegated from Presidential to fourth class	11	6		5
On establishments	3,290	3,038		252
Total number of fourth-class appointments	15,068	14,600	27	495
Total number of appointments	15,657	16,970		

ESTABLISHMENTS, DISCONTINUANCES, AND CHANGES OF NAMES AND SITES.

Total number of post-offices established during the year	3,038
Total number of post-offices discontinued during the year	4,069
Total number of names and sites changed	2,907

TABLE A.—Showing number of appointments at Presidential offices during the year, by States and Territories.

States and Territories.	Re- signed.	Commis- sions ex- pired.	Re- moved.	De- ceased.	Offices become Presiden- tial.	Total number of cases.
Alabama.....		22	2	2	4	30
Alaska.....					1	1
Arizona.....	1	8			1	10
Arkansas.....	4	30	1	1	1	37
California.....	4	47	2		9	62
Colorado.....	2	21	1		2	26
Connecticut.....	1	27		2	3	33
Delaware.....		3	1		1	5
District of Columbia.....						
Florida.....		13	1	1	3	18
Georgia.....		24	1	2	9	36
Idaho.....	2	6			4	12
Illinois.....	1	154	8	3	14	175
Indiana.....	3	102	2		8	115
Indian Territory.....		6	1	1	8	15
Iowa.....	4	123	1	2	16	146
Kansas.....	2	83		2	13	100
Kentucky.....		37		1	7	45
Louisiana.....	1	8		2	3	14
Maine.....	1	27		2	3	33
Maryland.....		4	1		3	8
Massachusetts.....	2	64		1	9	76
Michigan.....	2	100	1		14	117
Minnesota.....	6	47	1	1	7	62
Mississippi.....		21	7	1	4	33
Missouri.....	4	87	1	1	9	102
Montana.....	3	10			2	15
Nebraska.....	4	62	1	1	6	74
Nevada.....		3		1	1	5
New Hampshire.....	1	27		2	4	34
New Jersey.....	1	40	2		7	50
New Mexico.....	1	7	1		1	10
New York.....		112	1	4	22	139
North Carolina.....		19	2	1	4	26
North Dakota.....		14			5	19
Ohio.....	3	106	2	3	11	125
Oklahoma.....	1	11	1	1	3	22
Oregon.....		5			1	6
Pennsylvania.....	5	104	4	1	25	139
Rhode Island.....		2			1	3
South Carolina.....		9	3	1	7	16
South Dakota.....		23			1	30
Tennessee.....	2	33	2	1	1	39
Texas.....	3	65	2	1	15	86
Utah.....		5	1		1	7
Vermont.....	1	18			3	22
Virginia.....		43	1		3	47
Washington.....	3	18	3		6	30
West Virginia.....	1	20		1	7	28
Wisconsin.....		66		1	6	73
Wyoming.....	2	7			1	10
Hawaii.....	2		1			3
Total.....	73	1,892	54	44	307	2,371

TABLE B.—*Showing the number of fourth-class appointments, establishments, and discontinuances, by States and Territories.*

States and Territories.	Resig- na- tions.	Remov- als at expira- tion of four years.	Remov- als.	Deaths.	Rele- gated from Presi- dential.	Estab- lished.	Discon- tinued.	Total num- ber of cases.
Alabama.....	337	30	26	39		89	140	661
Alaska.....	12		2			25	5	44
Arizona.....	48	4	3	3		17	10	85
Arkansas.....	345	22	12	30		107	68	584
California.....	211	18	15	24	1	60	43	367
Colorado.....	125	20	25	6		41	38	255
Connecticut.....	25	6	1	2		3	20	57
Delaware.....	9			3		1	29	42
District of Columbia.....	1							1
Florida.....	160	17	19	10		66	65	337
Georgia.....	324	43	25	30	1	95	240	758
Idaho.....	88	6	10	6		35	17	162
Illinois.....	221	66	14	17		25	108	461
Indiana.....	253	46	17	3		33	152	520
Indian Territory.....	141	6	11	3		69	21	246
Iowa.....	215	28	11	13		17	127	411
Kansas.....	192	40	15	12		26	110	395
Kentucky.....	460	44	24	35		136	100	849
Louisiana.....	178	9	12	5		58	40	302
Maine.....	74	14	4	13		25	55	185
Maryland.....	92	27	11	17		18	115	280
Massachusetts.....	31	7	1	5		3	20	67
Michigan.....	169	49	12	10	1	43	141	425
Minnesota.....	187	17	12	12	1	68	107	404
Mississippi.....	270	47	41	23		154	58	598
Missouri.....	416	32	36	26		82	175	767
Montana.....	76	10	14	3		56	35	194
Nebraska.....	130	31	9	12		27	49	258
Nevada.....	24	1	2			9	9	45
New Hampshire.....	53	4	1	14		3	16	91
New Jersey.....	41	19	3	16		5	28	112
New Mexico.....	71	13	10	4		45	11	154
New York.....	221	55	19	35		51	234	615
North Carolina.....	286	119	41	40		216	169	871
North Dakota.....	80	11	12	4		52	14	173
Ohio.....	328	67	19	28		38	230	710
Oklahoma.....	174	19	6	3		193	46	441
Oregon.....	127	6	9	3		38	35	218
Pennsylvania.....	431	114	26	55	1	85	175	887
Rhode Island.....	7	3	1	1		2	4	18
South Carolina.....	119	15	9	18		53	161	375
South Dakota.....	111	15	1	6		24	35	192
Tennessee.....	282	55	33	39		100	238	742
Texas.....	495	74	53	35		205	148	1,010
Utah.....	34	6	2	1		6	14	63
Vermont.....	35	8	5	5		8	31	92
Virginia.....	276	63	33	41		159	81	653
Washington.....	127	20	12	12		75	39	285
West Virginia.....	313	34	16	19		162	57	601
Wisconsin.....	166	25	9	16	1	47	148	412
Wyoming.....	49	9	6	4		21	23	112
Guam.....						1		1
Hawaii.....	11	1		2		6	6	26
Porto Rico.....	9	1	9	2		5	2	28
Total.....	8,660	1,391	714	791	6	3,038	4,037	18,637

TABLE C.—*Number of Presidential offices in the United States, by classes, showing increase or decrease as compared with previous year.*

States and Territories.	First class.	Second class.	Third class.	June 30—		In-crease.	De-crease.	Consoli- dated and discon- tinued.
				1902.	1901.			
Alabama.....	3	6	40	49	48	1		2
Alaska.....			4	4	2	2		
Arizona.....		4	15	19	15	1		
Arkansas.....	1	8	46	55	53	2		
California.....	5	32	105	142	136	6		1
Colorado.....	8	16	34	53	53			
Connecticut.....	8	19	68	95	93	2		
Delaware.....	1	1	12	14	14			
District of Columbia.....	1		1	2	2			
Florida.....	1	9	29	39	36	3		
Georgia.....	4	12	52	68	68	10		
Idaho.....		5	19	24	20	4		
Illinois.....	15	62	224	301	287	14		
Indiana.....	9	52	115	176	169	7		
Indian Territory.....		3	28	31	22	9		
Iowa.....	9	45	211	265	250	15		
Kansas.....	3	30	118	151	137	14		
Kentucky.....	4	14	56	74	68	6		
Louisiana.....	2	6	30	38	35	3		
Maine.....	3	16	52	71	69	2		
Maryland.....	1	7	26	34	31	3		
Massachusetts.....	17	61	101	179	174	5		5
Michigan.....	11	47	158	216	207	9		
Minnesota.....	4	18	132	154	149	5		
Mississippi.....		10	47	57	54	3		
Missouri.....	5	29	129	163	158	5		8
Montana.....	2	7	20	29	25	4		
Nebraska.....	3	11	106	120	115	5		
Nevada.....		1	9	10	9	1		
New Hampshire.....	2	13	37	52	48	4		
New Jersey.....	12	45	68	120	117	3		6
New Mexico.....		3	11	14	13	1		
New York.....	24	106	250	379	358	21		1
North Carolina.....	4	9	50	63	62	1		
North Dakota.....	1	4	37	42	37	5		
Ohio.....	13	67	168	248	236	12		
Oklahoma.....		7	29	36	29	7		
Oregon.....	1	7	29	37	36	1		
Pennsylvania.....	15	96	233	344	323	21		8
Rhode Island.....	3	5	15	23	21	2		
South Carolina.....	2	5	31	38	36	2		
South Dakota.....	1	7	43	56	51	5		
Tennessee.....	4	5	52	61	60	1		
Texas.....	7	29	145	181	164	17		
Utah.....	1	3	12	16	15	1		
Vermont.....	1	9	38	46	45	1		1
Virginia.....	3	16	50	69	67	2		
Washington.....	3	7	42	52	47	5		
West Virginia.....	2	10	41	53	45	8		
Wisconsin.....	5	34	115	154	150	4		
Wyoming.....		3	12	15	14	1		
Hawaii.....	1	1	3	5	6		1	
Porto Rico.....		2	2	4	4			
Total.....	220	1,023	3,488	4,731	4,466	265	1	22

Since June 30, 1897, when there were 3,762 Presidential post-offices, there has been an increase of 969 offices of this class, or about 26 per cent.

TABLE D.—Number of fourth-class offices in the United States, showing money order and nonmoney order; also showing number established, discontinued, and the increase or decrease in fourth-class post-offices as compared with previous year.

States and Territories.	Money order.	Non money order.	Total fourth class.	Increase over 1901.	Decrease over 1901.	Established.	Discontinued.	Advanced to Presidential.	Religated.
Alabama	670	1,884	2,554	.....	54	89	140	3	.....
Alaska	15	68	83	.....	18	25	5	2	.....
Arizona	89	187	226	.....	6	17	10	1	.....
Arkansas	491	1,491	1,982	.....	37	107	68	2	.....
California	847	693	1,540	.....	10	60	43	8	1
Colorado	338	368	701	.....	3	41	38	.....	.....
Connecticut	286	82	368	.....	19	3	20	2	.....
Delaware	57	68	125	.....	28	1	29	.....	.....
District of Columbia	1	3	4	.....	.....	.....	.....	.....	.....
Florida	413	709	1,122	.....	2	66	66	3	.....
Georgia	668	1,913	2,581	.....	155	95	240	11	1
Idaho	165	296	461	.....	14	35	17	4	.....
Illinois	1,167	994	2,161	.....	97	25	108	14	.....
Indiana	843	980	1,823	.....	126	33	152	7	.....
Indian Territory	158	418	576	.....	89	69	21	9	.....
Iowa	1,030	432	1,462	.....	125	17	127	15	.....
Kansas	770	600	1,370	.....	96	26	110	14	.....
Kentucky	593	2,597	3,190	.....	.....	186	100	6	.....
Louisiana	359	891	1,250	.....	15	58	40	3	.....
Maine	453	690	1,143	.....	32	25	55	2	.....
Maryland	303	725	1,028	.....	100	18	115	3	.....
Massachusetts	444	190	634	.....	27	3	20	10	.....
Michigan	823	980	1,803	.....	107	43	141	10	1
Minnesota	641	853	1,494	.....	44	68	107	6	1
Mississippi	388	1,719	2,107	.....	93	154	58	3	.....
Missouri	1,174	1,564	2,728	.....	101	82	175	8	.....
Montana	168	330	498	.....	17	56	35	4	.....
Nebraska	488	423	911	.....	27	27	49	5	.....
Nevada	48	134	182	.....	1	9	9	1	.....
New Hampshire	252	240	492	.....	17	3	16	4	.....
New Jersey	410	357	767	.....	32	5	28	9	.....
New Mexico	109	250	359	.....	38	45	11	1	.....
New York	1,594	1,494	3,088	.....	205	51	234	22	.....
North Carolina	463	2,675	3,138	.....	46	216	169	1	.....
North Dakota	228	462	690	.....	33	52	14	5	.....
Ohio	1,279	1,684	2,963	.....	204	38	230	12	.....
Oklahoma	228	549	777	.....	140	193	46	7	.....
Oregon	332	524	856	.....	2	38	35	1	.....
Pennsylvania	2,375	2,326	4,701	.....	114	85	175	25	1
Rhode Island	75	43	118	.....	4	2	4	2	.....
South Carolina	258	1,089	1,297	.....	110	53	161	2	.....
South Dakota	247	369	616	.....	16	24	35	6	.....
Tennessee	473	2,234	2,707	.....	134	100	263	1	.....
Texas	1,074	1,990	3,064	.....	40	205	148	17	.....
Utah	128	196	324	.....	9	6	14	1	.....
Vermont	290	210	500	.....	25	8	31	2	.....
Virginia	745	982	3,677	.....	76	159	41	2	.....
Washington	354	514	868	.....	31	75	39	5	.....
West Virginia	350	1,740	2,090	.....	97	162	57	8	.....
Wisconsin	713	893	1,606	.....	105	47	148	6	1
Wyoming	88	236	324	.....	8	21	23	1	.....
Guam	1	.....	1	.....	1	.....	.....	.....	.....
Hawaii	49	36	85	.....	1	6	6	.....	1
Porto Rico	29	43	77	.....	3	5	2	.....	.....
Tutula (Samoan Islands)	1	.....	1	.....	.....	.....	.....	.....	.....
Total	26,035	45,158	71,193	835	2,121	3,083	4,037	294	7

The following table (E), with its comparisons, shows the number of Presidential post-offices in the various States and Territories and their numerical rank in the list, beginning with New York, the highest, and closing with the District of Columbia, the lowest. It also shows the population of the States and Territories and the numerical rank of the same, and a comparison of rank in Presidential post-offices and in population. The number of Presidential post-offices in a State may be safely regarded as an index of the industry and commercial activity of its people. The number of fourth-class post-offices may be largely

controlled by local circumstances. The character of the country roads in a State or Territory greatly influences the necessity for numerous post-offices for the convenience of the people in receiving their mails, and other similar circumstances may increase or decrease the number of fourth-class post-offices, but the number of Presidential offices is fixed largely by the amount of business done by the people.

TABLE E.—Comparative statement showing the number of Presidential post-offices, by States and Territories, and the rank of each State; also the population of States and their rank.

States and Territories.	Presidential post-offices.	Rank in number of Presidential post-offices.	Estimated population.	Rank in population.
New York.....	379	1	7,559,650	1
Pennsylvania.....	344	2	6,654,200	2
Illinois.....	301	3	5,062,627	3
Iowa.....	265	4	2,398,809	11
Ohio.....	248	5	4,265,641	4
Michigan.....	216	6	2,493,611	9
Texas.....	181	7	3,262,119	5
Massachusetts.....	179	8	2,345,613	7
Indiana.....	176	9	2,591,956	8
Missouri.....	163	10	3,199,865	6
Minnesota.....	154	11	1,873,992	19
Wisconsin.....	154	12	2,151,804	13
Kansas.....	151	13	1,485,200	22
California.....	142	14	1,559,306	21
Nebraska.....	120	15	1,067,866	27
New Jersey.....	120	16	1,996,689	15
Connecticut.....	85	17	944,757	30
Kentucky.....	74	18	2,111,589	12
Maine.....	71	19	701,411	31
Virginia.....	69	20	1,891,258	18
Georgia.....	68	21	1,304,984	10
North Carolina.....	63	22	1,950,624	16
Tennessee.....	61	23	2,081,234	14
Mississippi.....	57	24	1,613,321	20
South Dakota.....	56	25	1,413,617	39
Arkansas.....	55	26	1,350,911	25
Colorado.....	53	27	572,082	32
West Virginia.....	53	28	1,006,740	28
New Hampshire.....	52	29	419,820	38
Washington.....	52	30	564,732	34
Alabama.....	49	31	1,901,945	17
Vermont.....	46	32	346,046	42
North Dakota.....	42	33	363,326	41
Florida.....	39	34	565,540	33
Louisiana.....	38	35	1,450,706	23
South Carolina.....	38	36	1,380,525	24
Oregon.....	37	37	438,348	36
Oklahoma.....	36	38	426,214	37
Maryland.....	34	39	1,223,686	26
Indian Territory.....	31	40	392,060	40
Montana.....	29	41	279,328	45
Idaho.....	24	42	190,391	47
Rhode Island.....	23	43	449,384	35
Arizona.....	19	44	140,141	50
Utah.....	16	45	293,354	43
Wyoming.....	15	46	101,784	51
Delaware.....	14	47	188,330	48
New Mexico.....	14	48	205,076	46
Nevada.....	10	49	42,336	53
Hawaii.....	5	50	154,001	49
Alaska.....	4	51	63,592	52
Porto Rico.....	4	52	963,243	29
District of Columbia.....	2	53	289,867	44

TABLE F.—Showing total number of fourth-class post-offices, by States and Territories, in numerical order, and the average compensation of fourth-class postmasters.

States and Territories.	Fourth-class offices.	Average compensation of fourth-class postmasters.	Rank in number of fourth-class offices.	Rank in compensation of fourth-class postmasters.
Pennsylvania.....	4,701	\$208.36	1	25
Virginia.....	3,677	118.26	2	48
Kentucky.....	3,190	101.59	3	52
North Carolina.....	3,138	97.43	4	54
New York.....	3,088	262.00	5	11
Texas.....	3,064	170.09	6	36
Ohio.....	2,863	209.05	7	24
Missouri.....	2,728	171.19	8	34
Tennessee.....	2,707	99.84	9	58
Georgia.....	2,581	123.99	10	45
Alabama.....	2,554	108.32	11	51
Illinois.....	2,161	266.21	12	10
Mississippi.....	2,107	114.29	13	49
West Virginia.....	2,090	124.77	14	44
Arkansas.....	1,962	121.22	15	47
Indiana.....	1,823	202.58	16	26
Michigan.....	1,808	234.89	17	15
Wisconsin.....	1,606	222.55	18	20
California.....	1,540	226.83	19	17
Minnesota.....	1,494	223.78	20	19
Iowa.....	1,462	315.67	21	5
Kansas.....	1,370	250.61	22	14
South Carolina.....	1,297	121.67	23	46
Louisiana.....	1,250	159.27	24	39
Maine.....	1,143	217.25	25	21
Florida.....	1,122	151.81	26	42
Maryland.....	1,028	174.95	27	32
Nebraska.....	911	282.05	28	8
Washington.....	868	187.88	29	28
Oregon.....	856	163.74	30	37
Oklahoma.....	777	170.85	31	35
New Jersey.....	767	285.61	32	7
Colorado.....	701	225.00	33	18
North Dakota.....	690	194.76	34	27
Massachusetts.....	634	371.73	35	2
South Dakota.....	616	216.79	36	22
Indian Territory.....	576	184.73	37	30
Vermont.....	500	261.04	38	12
Montana.....	498	187.08	39	29
New Hampshire.....	492	260.17	40	13
Idaho.....	461	172.30	41	38
Connecticut.....	368	344.75	42	4
New Mexico.....	359	154.90	43	40
Utah.....	324	215.07	44	23
Wyoming.....	324	158.66	45	41
Arizona.....	226	182.77	46	31
Nevada.....	182	159.92	47	38
Delaware.....	125	229.69	48	16
Rhode Island.....	118	359.63	49	3
Hawaii.....	85	287.99	50	6
Alaska.....	83	114.21	51	50
Porto Rico.....	77	266.39	52	9
District of Columbia.....	4	131.89	53	43
Tutuila (Samoan Islands).....	1	490.00	54	1

TABLE G.—*Showing the gross receipts of post-offices, by States and Territories, arranged in order of rank in amount expended per capita in use of the mail; also the whole number of post-offices, by States and Territories, and their respective ranks.*

States and Territories.	Gross receipts at post-offices.	Average amount expended per capita.	Rank of States in expenditure per capita.	Whole number of post-offices.	Rank in number of post-offices.
District of Columbia.....	\$924,246.96	\$3.19	1	6	58
New York.....	20,881,386.93	2.76	2	3,467	3
Nevada.....	105,182.62	2.51	3	192	47
Illinois.....	12,439,169.86	2.46	4	2,462	12
Colorado.....	1,396,700.66	2.44	5	754	34
Massachusetts.....	7,101,007.60	2.41	6	813	32
California.....	3,396,458.89	2.18	7	1,682	20
Connecticut.....	1,869,115.27	1.98	8	453	42
Maine.....	1,241,180.38	1.77	9	1,214	25
Vermont.....	609,106.79	1.76	10	546	38
Washington.....	994,858.78	1.76	11	920	29
Montana.....	487,808.88	1.75	12	527	40
Rhode Island.....	767,964.15	1.71	13	141	48
Ohio.....	7,112,666.71	1.67	14	3,117	7
Pennsylvania.....	10,719,536.60	1.64	15	5,045	1
Wyoming.....	167,308.30	1.64	16	339	46
Missouri.....	5,177,322.91	1.62	17	2,891	5
New Hampshire.....	678,784.90	1.62	18	544	39
Minnesota.....	3,004,103.55	1.60	19	1,548	21
New Jersey.....	3,146,338.44	1.58	20	887	31
Oregon.....	603,657.53	1.58	21	893	30
Nebraska.....	1,650,286.24	1.55	22	1,031	28
Michigan.....	3,798,771.65	1.52	23	2,019	16
Maryland.....	1,818,450.92	1.49	24	1,062	27
Idaho.....	276,668.82	1.45	25	485	41
Arizona.....	198,864.96	1.42	26	245	46
Iowa.....	3,259,444.24	1.42	27	1,727	19
North Dakota.....	485,780.31	1.33	28	732	35
South Dakota.....	537,688.69	1.30	29	672	36
Wisconsin.....	2,790,613.43	1.30	30	1,760	18
Utah.....	379,206.91	1.29	31	340	44
Kansas.....	1,837,521.17	1.24	32	1,521	22
Oklahoma.....	506,677.78	1.19	33	813	33
Indiana.....	3,036,206.70	1.17	34	1,999	17
Florida.....	618,780.60	1.10	35	1,161	26
Delaware.....	206,101.91	1.09	36	139	49
New Mexico.....	179,228.10	.87	37	373	43
West Virginia.....	873,306.98	.87	38	2,143	14
Virginia.....	1,615,819.01	.85	39	3,746	2
Texas.....	2,693,252.52	.83	40	3,245	5
Indian Territory.....	306,798.26	.78	41	607	37
Louisiana.....	1,100,652.24	.76	42	1,288	24
Kentucky.....	1,635,613.78	.74	43	3,264	4
Hawaii.....	108,014.17	.70	44	90	60
Tennessee.....	1,437,617.89	.69	45	2,768	9
Georgia.....	1,571,989.36	.68	46	2,649	10
Arkansas.....	794,468.67	.59	47	2,037	15
Alaska.....	33,628.37	.58	48	87	51
North Carolina.....	1,031,815.73	.53	49	3,201	6
Alabama.....	948,818.70	.50	50	2,608	11
Mississippi.....	724,566.82	.45	51	2,164	13
South Carolina.....	586,370.50	.42	52	1,335	23
Porto Rico.....	77,124.05	.08	53	81	52

The above table is a fine index of the business transactions of the various States. In this table New York ranks first, barring the District of Columbia, with \$2.76 per capita expended in the use of the mails, and South Carolina ranks lowest, excluding Porto Rico, with \$0.42 per capita expended in the use of the mails.

TABLE H.—Total number of cases of all kinds made up and acted upon by the Bureau for the fiscal year ended June 30, 1902.

States and Territories.	Post-offices.				Fourth-class post-masters.			Presidential cases.				Total number of cases.		
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.	Resigned.	Commissions expired.	Removal.	Deceased.		Offices become Presidential.	Relegated to fourth class.
Alabama.....	89	142	141	(106)	337	56	39	.....	22	2	2	4	.....	834
Alaska.....	25	5	3	(3)	12	2	.....	.....	.....	.....	.....	1	.....	48
Arizona.....	17	10	11	(6)	48	7	3	1	8	.....	.....	1	.....	106
Arkansas.....	107	68	104	(74)	345	34	30	4	30	1	1	1	.....	725
California.....	60	44	53	(28)	211	28	24	4	47	2	.....	2	(1)	482
Colorado.....	41	38	82	(12)	125	45	6	2	21	1	.....	2	.....	313
Connecticut.....	3	20	1	(1)	25	7	2	1	27	.....	2	3	.....	91
Delaware.....	1	29	4	.....	9	.....	3	.....	3	1	.....	1	.....	51
District of Columbia.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Florida.....	68	65	58	(20)	160	36	10	.....	13	1	1	3	.....	413
Georgia.....	95	240	152	(98)	324	68	30	.....	24	1	2	9	(1)	945
Idaho.....	35	17	52	(25)	88	16	6	2	6	.....	.....	4	.....	225
Illinois.....	25	108	38	(10)	221	80	27	1	154	3	3	14	.....	674
Indiana.....	33	152	60	(14)	253	63	19	3	102	2	.....	1	.....	685
Indian Territory.....	69	21	40	(8)	141	12	3	.....	5	1	1	8	.....	301
Iowa.....	17	127	28	(2)	215	39	13	4	123	1	2	16	.....	585
Kansas.....	26	110	87	(21)	192	55	12	2	83	.....	2	13	.....	582
Kentucky.....	36	100	147	(74)	460	68	35	.....	37	.....	1	7	.....	1,041
Louisiana.....	58	40	57	(21)	178	21	5	1	8	.....	2	3	.....	375
Maine.....	25	55	21	(2)	74	18	13	1	27	.....	2	3	.....	239
Maryland.....	18	115	21	(10)	92	38	17	.....	4	1	.....	3	.....	309
Massachusetts.....	3	25	4	(1)	81	8	5	2	64	.....	1	9	.....	152
Michigan.....	43	141	62	(9)	169	61	10	2	100	1	1	14	(1)	603
Minnesota.....	68	107	71	(45)	187	29	12	6	47	1	1	7	(1)	536
Mississippi.....	154	58	99	(73)	270	88	23	.....	21	7	1	4	.....	725
Missouri.....	82	178	61	(30)	416	68	26	4	87	1	1	9	.....	983
Montana.....	56	35	28	(19)	76	24	3	3	10	.....	.....	2	.....	237
Nebraska.....	27	49	45	(32)	130	40	12	4	62	1	1	6	.....	377
Nevada.....	9	9	11	(8)	24	3	.....	.....	3	.....	1	1	.....	61
New Hampshire.....	3	16	7	(1)	53	5	14	1	27	.....	2	4	.....	132
New Jersey.....	5	34	5	(1)	41	22	16	1	40	2	.....	7	.....	173
New Mexico.....	45	11	20	(7)	71	23	4	1	7	1	.....	1	.....	184
New York.....	51	235	73	(1)	221	74	35	.....	112	1	4	22	.....	828
North Carolina.....	216	169	188	(108)	286	160	40	.....	19	2	1	4	.....	1,065
North Dakota.....	52	14	40	(22)	80	23	4	.....	14	.....	.....	5	.....	232
Ohio.....	38	230	94	(27)	328	86	28	3	106	2	3	11	.....	929
Oklahoma.....	193	46	96	(40)	174	25	3	1	11	1	1	8	.....	559
Oregon.....	38	35	57	(39)	127	15	3	.....	5	.....	.....	1	.....	281
Pennsylvania.....	85	178	187	(79)	431	140	55	5	104	4	1	25	(1)	1,215
Rhode Island.....	2	4	1	(1)	7	4	1	.....	2	.....	.....	1	.....	22
South Carolina.....	53	161	40	(18)	119	24	18	.....	9	3	1	3	.....	431
South Dakota.....	24	35	47	(32)	111	16	6	.....	23	.....	.....	7	.....	269
Tennessee.....	100	233	129	(27)	282	88	39	2	38	2	1	1	.....	910
Texas.....	205	148	122	(65)	495	127	35	3	65	2	1	15	.....	1,218
Utah.....	6	14	20	(12)	34	8	1	.....	5	1	.....	1	.....	90
Vermont.....	8	32	3	.....	35	13	5	1	18	.....	.....	3	.....	118
Virginia.....	159	81	83	(42)	276	96	41	.....	43	1	.....	3	.....	783
Washington.....	75	39	60	(32)	127	32	12	3	18	3	.....	6	.....	375
West Virginia.....	162	57	111	(58)	313	50	19	1	20	.....	1	7	.....	741
Wisconsin.....	47	148	40	(13)	166	34	16	.....	66	.....	1	6	(1)	524
Wyoming.....	21	23	32	(17)	49	15	4	2	7	.....	.....	1	.....	154
Guam.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Hawaii.....	6	6	8	(4)	11	1	2	2	.....	1	.....	.....	.....	37
Porto Rico.....	5	2	.....	.....	9	10	2	.....	.....	.....	.....	.....	.....	28
Total.....	3,038	4,050	2,907	(1,387)	8,660	2,105	791	73	1,892	51	41	307	(6)	23,980

TABLE I.—*Total number of post-offices in the United States on June 30 of each year since 1790.*

Year.	Num- ber.	Year.	Num- ber.	Year.	Num- ber.	Year.	Num- ber.	Year.	Num- ber.
1790.....	75	1813.....		1836.....	11,091	1859.....	28,539	1882.....	46,231
1791.....	89	1814.....	2,670	1837.....	11,767	1860.....	28,498	1883.....	46,820
1792.....	196	1815.....	3,000	1838.....	12,519	1861.....	28,586	1884.....	48,484
1793.....	209	1816.....	3,260	1839.....	12,780	1862.....	28,875	1885.....	51,252
1794.....	450	1817.....	3,459	1840.....	13,468	1863.....	29,047	1886.....	53,614
1795.....	458	1818.....	3,618	1841.....	13,778	1864.....	28,878	1887.....	55,157
1796.....	468	1819.....	4,000	1842.....	13,733	1865.....	20,550	1888.....	57,376
1797.....	564	1820.....	4,500	1843.....	13,814	1866.....	23,828	1889.....	58,999
1798.....	689	1821.....	4,650	1844.....	14,108	1867.....	25,163	1890.....	62,401
1799.....	677	1822.....	4,709	1845.....	14,183	1868.....	26,481	1891.....	64,329
1800.....	903	1823.....	4,043	1846.....	14,601	1869.....	27,106	1892.....	67,119
1801.....	1,025	1824.....	5,182	1847.....	15,146	1870.....	28,492	1893.....	68,408
1802.....	1,114	1825.....	5,677	1848.....	16,159	1871.....	30,045	1894.....	69,805
1803.....	1,258	1826.....	6,150	1849.....	16,749	1872.....	31,863	1895.....	70,064
1804.....	1,406	1827.....	7,300	1850.....	18,417	1873.....	33,244	1896.....	70,360
1805.....	1,558	1828.....	7,530	1851.....	19,796	1874.....	34,294	1897.....	71,022
1806.....	1,710	1829.....	8,004	1852.....	20,901	1875.....	35,547	1898.....	73,570
1807.....	1,848	1830.....	8,450	1853.....	22,320	1876.....	36,383	1899.....	75,000
1808.....	1,944	1831.....	8,666	1854.....	23,548	1877.....	37,345	1900.....	78,688
1809.....	2,012	1832.....	9,205	1855.....	24,410	1878.....	38,253	1901.....	78,945
1810.....	2,300	1833.....	10,127	1856.....	25,565	1879.....	40,588	1902.....	75,924
1811.....	2,408	1834.....	10,693	1857.....	26,586	1880.....	42,969		
1812.....	2,610	1835.....	10,770	1858.....	27,977	1881.....	44,512		

The foregoing table is given as a matter of interesting statistics, and shows the gradual increase in the number of post-offices from the establishment of the postal service to 1901. The records of this Bureau fail to give the number of offices in existence in 1813. With the exception of a slight decline in 1842, the table shows a steady increase from 1790 to 1859. Between the years of 1859 and 1870, owing to the disorganized condition of the postal service in the Southern States, caused by the rebellion, the steady advancement in the number of offices was arrested, but from 1870 to 1901 there was a steady and rapid increase in the number of offices established, indicating the rapid progress our country has made, not only in population, but in material strength and power. The decrease in 1902 was caused by the extension of the rural free-delivery service as a substitute for many country post-offices.

In the year 1790 there were 75 post-offices in operation. At that time the population of the thirteen States which then constituted the Union was 3,929,214, or, for convenience, stating it in round numbers, there were 3,930,000 people, served by 75 post-offices, an average of 1 office to 52,400 people. Since that time the offices have been multiplied over 1,000 times, while the population has multiplied over 20 times.

The following table will be interesting, showing the population, in round numbers, by decades, since 1790, the number of post-offices in operation for the same years, and the average number of persons to each office:

Year.	Population.	Number of post-offices.	Average number of persons to each office
1790.....	3,930,000	75	52,400
1800.....	5,310,000	908	5,890
1810.....	7,240,000	2,300	3,148
1820.....	9,680,000	4,500	2,140
1830.....	12,870,000	8,450	1,521
1840.....	17,070,000	13,468	1,267
1850.....	23,190,000	18,417	1,259
1860.....	31,640,000	26,498	1,110
1870.....	38,560,000	28,492	1,353
1880.....	50,150,000	42,989	1,166
1890.....	62,620,000	62,401	1,003
1900.....	76,295,000	76,688	995
1902 ^a	80,236,000	76,924	1,058

^a Estimated.

^b Including Hawaii and Porto Rico.

THE DIVISION OF BONDS AND COMMISSIONS.

The division of bonds and commissions is intrusted with the custody of all bonds of postmasters, and keeps the records pertaining thereto. It also prepares all commissions of postmasters for the signature of the Postmaster-General and the President, and keeps all records relating to said commissions.

In this division notices of appointment to newly appointed postmasters are prepared and forwarded, with blank bonds and oaths, for execution. A record is kept of the names of all postmasters, with the dates of their appointment and the names of their sureties.

BONDS.

Bonds of all postmasters, after execution, are referred to this division for examination, and if found in proper form they are submitted to the Fourth Assistant Postmaster-General for approval. Upon the approval of the bonds commissions are prepared, and then the bonds are filed alphabetically by States. Questions touching the validity of a bond are reported from this division, and if for any reason the sufficiency of the bond is in doubt, an inspector is directed to examine into its validity and the responsibility of the sureties. The United States statutes provide that postmasters shall furnish new bonds every four years. Upon the death of a surety it is the postmaster's duty to report the same immediately to the Department, and he is required to furnish a new bond.

Upon the establishment of a post-office the person appointed postmaster is required to furnish a bond of the penalty of \$500. As the business of the office increases, this penalty is from time to time increased. The amount of penalty is based upon the quantity of supplies carried in the office. When an office becomes of such size and importance as to require money-order facilities, a new bond, covering the money-order business, is called for. The amount of the penalty of the bond for postal funds is determined from the report of the

Third Assistant Postmaster-General, showing the amount of supplies furnished, and it is not expected that a postmaster will have stamps and other supplies on hand amounting to more than three-fourths of the penalty of the bond. The amount of money-order penalty is determined from the report of the money-order division of the office of the First Assistant Postmaster-General. Postmasters are required to make their deposits promptly, and consequently should never have a greater amount of money-order funds on hand than will meet the daily demands upon the office, and the amount of the bond is therefore fixed to cover possible contingencies.

When the Third Assistant Postmaster-General finds that the value of supplies ordered by any postmaster amounts to more than three-fourths of the penalty of his bond, he so advises the division of bonds and commissions, and the postmaster is called on to furnish a new bond with an increase of penalty. The various causes for which new bonds are required are as follows: Renewals at the end of every four years; upon the death of a surety; upon the request of a surety to be released from a bond; upon the report of an inspector that for any reason the bond is found to be insufficient; and upon the insufficiency of the penalty covering the postal and money-order funds.

SURETIES ON BONDS.

By the act of Congress approved August 13, 1894, authority was given the departments in Washington to accept bonds executed by surety and trust companies for such Government officials as are required by law to furnish a guaranty for faithful performance of duty. This act has had a limited application to postmasters' bonds. The Postal Laws and Regulations require that every postmaster's bond shall be executed by not less than two sureties, and the Postmaster-General has wisely insisted that at least one of them shall be a patron of the office in question. The bonds of surety and trust companies are accepted from postmasters at offices of the first and second classes for half the penalty, provided the company is incorporated under the laws of the State in which the office is located. Personal sureties are preferable, however, because collections can be much more promptly and satisfactorily made. Bond companies sometimes resort to legal quibbles and technicalities to delay or evade payment when losses occur, while private citizens, when presented with the proof that the guaranteed is in default, as a rule promptly meet the obligation and pay the loss.

Another feature of the desirability of personal sureties is that defaults are less liable to occur when the bonded official realizes that he is involving his neighbors and personal friends in serious financial loss. When citizens of a community and patrons of the post-office are on the bond of the postmaster, and are therefore responsible for his conduct, they are quick to observe any suspicious practices or habits on the part of the postmaster, and frequently report to the Department the result of their observations, which always leads to prompt investigation. Surety and trust companies are not accepted on the bonds of postmasters at third and fourth class offices.

The policy that requires a postmaster to furnish bondsmen from among his neighbors doubtless protects the Department in many instances from securing incompetent and unworthy postmasters, and in

case of death, or of defalcation or other violations of the Postal Laws and Regulations, it is a matter of great convenience that the inspector can call immediately upon the bondsmen and require them to make good the shortage or take immediate possession of the office, designating some one to act as postmaster who will conduct the business to the satisfaction of the Department and the community until a successor may be appointed. At least two sureties are required on every bond, and the aggregate amount in which these sureties qualify must be double the amount of the penalty of the bond. The aggregate amount of the penalties of all postmasters' bonds now in force is about \$120,000,000.

The penalties of the bonds which were approved during the fiscal year 1902 amounted to \$58,810,800, as compared with \$29,715,246 for the preceding fiscal year, an increase of nearly 100 per cent. This increase was due to the large number of Presidential postmasters appointed, necessitating the filing of many bonds of large amounts.

The law of Congress which requires the bonding of clerks direct to the Government has resulted in serious embarrassment in a number of instances in the collection of losses from postmasters, the postmasters alleging that since the clerk is bonded direct to the Government the clerk is responsible for the loss and not the postmaster. Such a claim, in the judgment of the Department, is not valid, and postmasters are held for such losses. Prior to the passage of this law, however, there was no question as to the liability of postmasters for the defalcation of clerks, since clerks were not bonded to the Department but to the postmasters whenever they saw fit to require bonds of clerks handling the funds of the office. The old practice was much more satisfactory, and collections were more easily and promptly made.

If for any reason whatever the Department deems it necessary for a postmaster to furnish a new bond he is at once notified, and if he fail after two notices to furnish a new bond, the same is reported to the division of appointments, where a case is made up for the removal of the postmaster.

In addition to the bonds and oaths of office, a great many blanks and circulars are sent out from this division. The whole number of blank forms in use in the division is 75. The number of all these sent out during the fiscal year was 193,815. Thirty-two thousand two hundred and four blank bonds were forwarded to postmasters for execution; of these, 11,920 were received improperly executed and were returned for correction.

The oaths of all clerks and assistant postmasters in all post-offices are filed in this division. Of these there were received and filed during the year 39,731.

The apparent discrepancy, as shown in the attached table, between the number of cases received from the division of appointments and the number of appointment bonds examined and passed for approval grows out of the fact that all the cases made up for the discontinuance of post-offices and for changes of site have to be handled in the bond division as well as in cases of appointment.

It sometimes occurs that a postmaster resigns and abandons his office, and the appointment of a successor does not immediately follow. In such cases, and also in case of the death of postmasters, it devolves upon the bondsmen to select someone who shall act as postmaster until

a new appointment may be made. The bond of the postmaster is held to be in force until such time as the new appointee qualifies, receives his commission, and takes charge of the office.

RECORDS OF THE DIVISION.

For convenient reference, a record of the bonds of Presidential postmasters is kept in a separate book from those in which the record of fourth-class bonds is kept, the names of the postmasters being arranged alphabetically and according to the dates of appointment. In addition, the names of the Presidential postmasters are entered in another book by States and Territories, the offices being arranged in alphabetical order.

In fourth-class cases a record is kept of the bonds of all postmasters in alphabetical order. There is also a record in which the post-offices are arranged alphabetically by counties and States with the names of the postmasters and dates of appointment.

REPORTS.

From the bond division reports of its operations are made as required by law, as follows: Daily, to the division of post-office supplies, to the Superintendent of the Money-Order System, and to the Superintendent of Free Delivery, in the office of the First Assistant Postmaster-General; to the contract and equipment divisions, in the office of the Second Assistant Postmaster-General; to the stamp division, in the office of the Third Assistant Postmaster-General, and to the General Superintendent of the Railway Mail Service, in the office of the Second Assistant Postmaster-General, for publication in the Daily Bulletin, and weekly to the Auditor for the Post-Office Department.

COMMISSIONS.

Three classes of commissions are issued—Presidential recess, Presidential confirmation, and fourth class—and the preparation of these is assigned to the bond division. Commissions to postmasters of the Presidential class are signed by the President and countersigned by the Postmaster-General. Except in recess appointments, Presidential commissions are for a period of four years. Recess appointments are those made by the President during recess of Congress, and commissions issued upon such appointments are in force until the adjournment of the first session of the Senate after the appointment, or until such time as the Senate may confirm the appointee, if such commission is not sooner revoked by the President. Commissions to postmasters of the fourth class are signed only by the Postmaster-General, and run for no definite length of time, but expire at the will of the Postmaster-General.

The work of the division has been largely increased by the operation of a provision of the legislative, executive, and judicial appropriation act for the fiscal year ended June 30, 1896, which provides for an examination into the validity of all bonds of postmasters once every two years, and for the renewal of all such bonds at the expiration of every four years.

Prior to the passage of this act the bonds of all postmasters of the fourth class, excepting those of money-order offices, were deemed to be sufficient upon the certificate of the officer qualifying the sureties, and only in special cases was investigation made by the Department as to the responsibility of such sureties.

The examinations required under this provision are made through the force of post-office inspectors, and they necessarily entail upon that force, as well as upon the division of bonds and commissions, a vast amount of additional work. The bonds of all postmasters at offices of the first, second, and third classes, as well as at money-order offices of the fourth class, after being approved by the Department, are submitted to the inspectors' division for a report as to its sufficiency. Much added labor, of course, also devolves upon this division through the requirement for a renewal of all bonds every four years.

During the fiscal year the Senate confirmed the appointment of 2,573 postmasters, the largest number in any one year in the history of the Department.

The number of postmasters reported by the Auditor for the Post-Office Department for informalities or delinquencies during each of the last five fiscal years is as follows: 1898, 831; 1899, 423; 1900, 231; 1901, 461; 1902, 503.

The number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies, for each of the last five fiscal years is as follows: 1898, 2,362; 1899, 1,101; 1900, 510; 1901, 922; 1902, 993.

The following table is submitted, showing in detail the amount of work accomplished by this division during the year:

Report showing the amount and character of work done in the bond division for the fiscal year ended June 30, 1902.

CASES RECEIVED.

Number of cases received from appointment division:

Presidential.....	2,565
Fourth class, money order.....	4,830
Fourth class, not money order.....	16,730
Total.....	24,125

BONDS APPROVED.

Number of bonds examined and passed for approval of the Postmaster-General:

Presidential.....	2,527
Fourth class, money order.....	12,968
Fourth class, not money order.....	13,828
Total.....	29,323

NEW BONDS.

New bonds sent by order of the Postmaster-General.....	9,795
New bonds sent upon request of sureties.....	802
New bonds sent upon request of postmasters.....	1,416
New bonds sent upon request of the Third Assistant Postmaster-General....	5
New bonds sent upon report of post-office inspectors.....	546
New bonds sent for establishment of new money-order offices.....	3,848
Total sent.....	16,412
Less number of new bonds sent and for various reasons not yet returned....	2,881
Whole number received.....	13,531

Total number of new bonds received, reported, and filed:

Presidential.....	197
Fourth class, money order.....	9,018
Fourth class, not money order.....	4,316
Total.....	13,531

NEW BONDS AND APPOINTMENT BONDS.

Total number of bonds received, reported, and filed:

New bonds.....	13,531
Appointment bonds.....	15,792
Total.....	29,323

BONDS RETURNED.

Bonds returned for correction.....	11,920
Duplicate bonds issued.....	3,719

OATHS AND NOTICES.

Oaths of clerks and assistant postmasters received and filed.....	39,731
Surety notices sent to the chief post-office inspector for investigation.....	14,632
Post-office inspectors' reports on sufficiency of bonds received.....	11,154
Number of blank oaths sent by request of postmasters.....	34,828

INFORMALITIES REPORTED.

Number of postmasters reported by the Auditor for informalities or delinquencies.....	503
Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies.....	993

Statement showing the number and character of the various reports made to the several bureaus of the Department for the fiscal year ended June 30, 1902.

Commissioned postmasters reported to the Auditor and the Third Assistant Postmaster-General, and for publication in the Postal Bulletin:

Presidential.....	2,330
Fourth class, money order.....	3,950
Fourth class, not money order.....	9,512

Total.....	15,792
New bonds reported to the Auditor.....	13,531
New bonds reported to the Third Assistant Postmaster-General.....	2,908
Number of discontinued post-offices reported to the Auditor and the Third Assistant Postmaster-General.....	3,840
Number of acting postmasters reported to the Auditor and the Third Assistant Postmaster-General.....	813
Number of acting postmasters reported to the Superintendent of the Money-Order System.....	369
Number of establishments and changes of name and site of post-offices reported to the equipment division and to the division of post-office supplies.....	4,066

Penalty of bonds approved for year ended June 30, 1902.

Presidential.....	\$31,759,000
Fourth class, money order.....	\$20,137,800
Fourth class, not money order.....	\$6,914,000

Total penalty.....	\$58,810,800
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Average penalty of bonds approved this year:

Presidential.....	\$12,571
Fourth class, money order.....	\$1,630
Fourth class, not money order.....	\$500
Number of blank forms in use.....	75
Number of blanks sent out.....	193,815

DIVISION OF POST-OFFICE INSPECTORS AND MAIL DEPREDA-TIONS.

The division of post-office inspectors and mail depredations consists of post-office inspectors, under the charge of the Chief Post-Office Inspector, and the division of mail depredations, under charge of a chief clerk, where the records of all depredations upon the mails are kept.

During the fiscal year a larger number of post-office inspectors was employed than during any other year in the history of the postal service. Numerous irregularities were discovered in remote country post-offices, which our inspectors have been unable to reach in former years. In some instances frauds were detected and large amounts of money collected from dishonest officials, which would not have been discovered had it not been for the unusual vigilance required of the inspectors' force during the year. Certain kinds of crime against the postal laws seem to be on the increase, such as the burglarizing of post-offices and the robbery of mail boxes. There has, however, been an increase in the number of arrests and convictions for all offenses, the percentage being 6.8 on arrests and 13.4 on convictions.

The general direction of the force of inspectors and the supervision of all matters pertaining to this branch of the service is vested in the Chief Inspector, with headquarters at the Department. For convenience and efficiency, the territory of the United States has been apportioned into fifteen divisions, each having an inspector in charge, who has the general direction of all matters referred to him and of the inspectors assigned to his division. The results of field investigations and the correspondence from the inspectors are transmitted to the Department through the several inspectors in charge.

The duties performed by post-office inspectors embrace a wide scope and are of great importance to the welfare and integrity of the postal service. They are charged with all investigations in relation to complaints against postmasters and other employees of the postal service, allowances for clerk hire and other expenses for post-offices, the collection of balances due the United States by delinquent and retiring postmasters, and establishment or discontinuance of post-offices, postal stations, money-order offices, and free-delivery service; determining the responsibility of sureties on the official bonds of postmasters at money-order offices, the inspection of the accounts and the management of post-offices, the instruction of postmasters and other employees in the regulations and usages of the service, investigations pertaining to the burning of post-offices, losses of mail locks and keys; the location, change of name or site of post-offices; the wrong payment of money orders, and many cases relating to detentions, losses, and irregularities in the registered and ordinary mails, and other violations of the postal laws, as well as special investigations, which may be assigned them by the Postmaster-General and the Fourth Assistant Postmaster-General.

During the year, 182,705 cases have been referred to the inspectors' division for investigation. The entire number investigated was 175,425, but there were left over from the fiscal year 1901, 87,327 cases, so that we had on hand on July 1, 1902, 94,607 cases.

The division of mail depredations, under the direction of a chief clerk, is located in the Department, and is charged with the records,

accounts, and correspondence pertaining to this arm of the service. In order that a complete record may be kept every complaint or inquiry received at this office is jacketed, briefed, and numbered, and for the sake of convenience these complaints and inquiries are divided into classes, as follows:

A.—Complaints relating to the registered mail.

B.—Complaints relating to the ordinary mail, or that which is not registered.

C.—Miscellaneous complaints and inquiries affecting the business or employees of the postal service and violations of the postal laws.

D.—Matters pertaining to highway robberies of the mails, robberies of post-offices, and other special depredations.

F.—Complaints and inquiries affecting mail matter dispatched to and received from foreign countries.

R.—Matters pertaining to claims for reward for the arrest and conviction of persons violating the postal laws.

On January 1, 1902, an improved system of keeping the records pertaining to cases embraced in Class C was introduced, by reason of which legibility and uniformity of retained copies have resulted.

Prior to January 1, 1902, all cases relating to inspections of money-order post-offices and to responsibility of sureties on postmasters' bonds were embraced in Class C. These cases had grown so numerous that it was deemed expedient for the sake of distinction and easy reference to include them in separate classes. Therefore on the above-mentioned date cases relating to the inspection of money-order post-offices were included in Class I and those relating to the responsibility of sureties on postmasters' bonds were included in Class S. These new classes of cases (I and S) appear in the present annual report as "Forms I and S" under Class C, because they were in use only a portion of the fiscal year just closed. They will, however, be designated as separate classes in the next annual report.

The total number of cases of all classes made up during the last fiscal year aggregated 182,705, and the total number disposed of 175,425. The cases investigated and closed during the year consisted of 8,233 A cases, 86,790 B cases, 52,056 C cases, 4,715 D cases, 23,515 F cases, and 116 R cases. There were on hand undisposed of on July 1, 1902, 3,201 A cases, 55,521 B cases, 29,532 C cases, 1,493 D cases, 4,794 F cases, and 66 R cases, or a total of 94,607 cases.

The totals of cases referred during the last five fiscal years were as follows: In 1898, 112,120; in 1899, 144,758; in 1900, 197,996; in 1901, 178,514; in 1902, 182,705, and the total number of cases closed in 1898 was 114,824; in 1899, 115,846; in 1900, 169,505; in 1901, 179,084; in 1902, 175,425. The number remaining on hand in 1898 was 30,342; in 1899, 59,254; in 1900, 87,897; in 1901, 87,327; in 1902, 94,607.

From the foregoing figures it will be observed that the cases referred to inspectors for the four years ended June 30, 1901, averaged annually 158,347, and the total number of cases closed during the same period showed an annual average of 144,815. The total number of cases referred to inspectors during the fiscal year just closed aggregated 182,705, showing an increase of 24,358 as compared with the annual average of the preceding four years, and the total number of cases closed during the last fiscal year aggregated 175,425, showing an increase of 30,610 as compared with the annual average of cases closed during the preceding four years.

It also appears that the total number of C cases referred to inspectors during the last fiscal year was 1,430 less than the number of cases of this class referred during the previous year. This slight decrease in this class of cases is accounted for by the fact that a less number of cases relating to the inspection of post-offices was made up in 1902 than in 1901, there having been made up in 1901 19,302 inspection cases, while but 10,794 were made up in 1902.

These statistics show that, although the number of cases closed during the last fiscal year was 3,659 less than the number closed during the previous fiscal year, the total number referred to inspectors during 1902 exceeded the number referred during the preceding fiscal year by 4,191.

The aim of the office has been to increase the efficiency of this branch of the service by close scrutiny of reports received during the year, for the purpose of requiring uniform methods in the several divisions throughout the country and securing the highest standard of work possible from inspectors in the field. That this has had the effect of stimulating the members of the force to greater efforts is apparent from the more satisfactory character of the investigations made, as evidenced by the more complete, concise, and carefully prepared reports submitted.

The number of offices inspected during the year ended June 30, 1902, was 23,301, while the number of money-order offices in existence at the end of the fiscal year was 33,787. It will thus be seen that about 10,486 money-order offices were not inspected. The offices not visited are naturally the smaller ones, and those more difficult of access; and, while the revenue from these offices would not be great, many of the postmasters have continued to employ wrong methods inherited from their predecessors, and in order that they might be given instructions which would insure the correction of irregularities, it is necessary that these offices be visited at least once a year by an inspector. The annual inspections, even without considering the protection to the revenues, have been highly beneficial, and the interests of the service require at least one inspection a year of every money-order office.

A CASES, OR CASES RELATING TO THE REGISTERED MAIL.

All complaints received referring to depredations upon or irregularities in the registered mail are included in Exhibits A, B, and C. Exhibit A shows the total number and character of complaints received and referred for investigation. Exhibit B is composed entirely of complaints which have been received, investigated, and closed during the last fiscal year, while the statistics in Exhibit C relate to cases received in previous years which were on hand and not completed at the beginning of the last year and which were investigated and closed during the year. It will be observed that the total number of complaints of this class which were received, jacketed, and assigned to inspectors for investigation during the last fiscal year aggregated 8,747, of which 8,182 related to letters or first-class matter, and 565 to packages, or third and fourth-class matter.

Of these cases 5,639 were investigated, reported upon, and closed, as shown by Exhibit B, from which it also appears that in 4,129 cases no actual loss had occurred, while in 1,339 the full amount of the alleged loss was recovered or collected, thus leaving only 171 to represent the actual number of cases in which loss was sustained.

Two thousand five hundred and ninety-four cases which were referred to inspectors in previous years were investigated and closed during the fiscal year just ended. (See Exhibit C.) Of these cases actual loss occurred in only 623, as the amount of the alleged loss was recovered or collected in 799, and it was discovered that no loss had been sustained in 1,172 cases.

A comprehensive idea of the result of work which has been accomplished in this class of cases during the past year can be obtained by a glance at the following table, which shows the average results of the preceding five years:

Year.	Com-plaints.	Cases investi-gated.	O. K.	Paid.	Loss.	Pieces han-dled.
1897	5,534	5,560	3,206	1,570	784	14,559,083
1898	6,445	6,320	3,618	1,834	868	15,600,220
1899	7,034	6,464	3,996	1,673	795	15,900,140
1900	7,165	6,432	3,831	1,848	758	18,386,332
1901	8,083	7,589	4,655	2,034	850	20,814,501
Total for five years	34,211	32,315	19,306	8,959	4,050	85,260,276
Annual average	6,842	6,463	3,861	1,792	810	17,052,055
1902	8,747	8,233	5,301	2,138	794	22,831,400

Cases outstanding July 1, 1896 1,221
 Cases outstanding July 1, 1901 8,134

From this it will be seen that the total number of complaints received during the five years was 34,211, and the total number investigated during the five years was 32,315, or an annual average of 6,463 cases investigated and closed, showing an average loss of 810 out of an average of 17,052,055 pieces of registered mail handled yearly, or a net loss of one piece in every 21,052 handled, being 12.5 per cent of the complaints investigated.

A comparison of the office record for the last two fiscal years shows that the total number of complaints affecting the registered mail received during the fiscal year 1902 was 714 more than the total number of the same character received during 1901. The total number of pieces of registered mail handled during the fiscal year 1902 was 22,831,400.

Of 5,639 registered cases which were referred, investigated, and closed during the last fiscal year, it was found that in 4,129 cases no actual loss had occurred, and in 1,339 cases the full amount of the loss alleged was recovered or collected, thus leaving only 171 cases in which losses were actually sustained, or 3.03 per cent of the total number of cases referred, investigated, and closed during the last fiscal year. The same percentage applied to the total number of complaints received (8,747) would indicate a total of 265 cases in which actual losses had been sustained, or 1 in every 86,156 pieces handled. Sixty-three were official letters and packages, of practically no money value, so that the actual total loss of letters containing money value was in the proportion of 1 in every 113,026 pieces handled.

The 5,639 registered cases above referred to represent complaints from every State in the Union, together with Porto Rico (in which there were 21) and the Hawaiian Islands (in which there were 13). Actual loss occurred in no case in Porto Rico, and no actual loss was sustained in the Hawaiian cases. Missouri leads with 584 cases, in which there was actual loss in 3; New York follows with 366, and actual loss in 27; Mississippi had 333, with actual loss in 5; Texas with 296,

and actual loss in 7; Pennsylvania with 293, and actual loss in 11; and Illinois with 288, and actual loss in 10.

The losses in 1899 were 8.7 per cent of the total number of cases referred and investigated, or an average of one piece in every 25,980 pieces handled. In 1900 the loss was 7.2 per cent of the total number of cases referred and investigated, or an average of one piece in every 35,682 handled. In 1901 the loss was 5.8 per cent of the total number of cases referred and investigated, or an average of one piece in every 44,666 pieces handled, while the loss for the fiscal year under consideration was 3.03 per cent of the total number of cases referred and investigated, or an average of one piece in every 86,156 handled.

Recapitulation of A cases.

Cases outstanding July 1, 1901	3, 134
Cases under consideration in the Department July 1, 1901.....	874
Cases referred for investigation	8, 747
Total	12, 555
Cases closed (previous-year cases)	2, 594
Cases closed (current-year cases)	5, 639
Cases under consideration in the Department July 1, 1902.....	1, 121
Cases outstanding July 1, 1902.....	3, 201
Total	12, 555

B CASES, OR CASES RELATING TO ORDINARY MAIL.

All unregistered letters and packages transmitted in the mails are included in the general classification of ordinary mail. Millions of important communications and valuable inclosures are intrusted by the public to the mails yearly, with the confident expectation that they will reach destination in good order and safety; but in the most careful service errors are liable to occur, resulting in delay and occasional loss. It should not be inferred, however, that carelessness or even indifference is tolerated in handling the least valuable piece of ordinary mail. The post-office inspectors are as zealous in their endeavors to locate the criminal whose depredations are confined to ordinary mail as they are in cases involving registered mail, and even greater care is required to locate those who rifle ordinary mail only, because of the lack of facilities for tracing matter of this class.

As showing the importance of placing the name and address of the sender upon the envelope or wrapper, it is only necessary to state that thousands of letters deposited for transmission in the mails are misdirected or not directed at all; and it is often impossible, even with all the facilities afforded by the Department, either to deliver these letters to the addressees or return them to the writers. It is also important that every depredation upon the mails and losses occurring therein which may come to the knowledge of the patrons thereof should be promptly reported to the Chief Post-Office Inspector.

As shown in Exhibit D, there have been 103,257 complaints received at this office during the last fiscal year affecting the ordinary mail. Of this number, 53,700 referred to letters and 49,557 referred to packages. The above total shows an increase in number of 3,002, or a fraction under 3 per cent, as compared with the number of cases of this class received during the year 1901.

In addition to the 48,686 cases of this class which were referred and investigated during the fiscal year just completed, there were also 38,104 cases of the same class which had been received and referred in previous years, and which were closed last year, making a total of 86,790 B cases disposed of during 1902. Of the 48,686 cases referred and investigated during this year, it was shown that no loss had occurred in 12,205 cases, or nearly 25 per cent of the total complaints of this class received.

C CASES, OR MISCELLANEOUS COMPLAINTS AND INQUIRIES AFFECTING THE EMPLOYEES OR BUSINESS OF THE POSTAL SERVICE.

A reference to Exhibit E will show the number and character of this class of cases referred to inspectors for investigation during the fiscal year ended June 30, 1902, as well as the source from which the requests for such investigations emanated. It will be seen that the number of these references aggregated 41,527, of which 1,509 originated in the office of the First Assistant Postmaster-General, 356 in the office of the Second Assistant Postmaster-General, 768 in the office of the Third Assistant Postmaster-General, 38,368 in the office of the Fourth Assistant Postmaster-General (2,088 in the division of appointments, 14,632 in the division of bonds and commissions, and 21,648 in the division of post-office inspectors and mail depredations), 53 in the office of the Assistant Attorney-General for the Post-Office Department, and 473 in the office of the Auditor for the Post-Office Department.

At the beginning of the fiscal year there were 40,061 cases brought forward from the previous year not closed. Add to this the 41,527 received during the year and we have 81,588 cases to be accounted for. Of this total 52,056 were closed, leaving 29,532 cases on hand July 1, 1902.

The following is a statement in detail, showing the number of cases relating to violations of the various sections of the Postal Laws and Regulations of 1902:

Num- ber of section.	Subject.	Number of cases.
329	Irregularities on the part of postmasters in the sale of postage stamps, false re- turns of cancellations, etc.	306
1578		
565	Evasion of payment of proper rates of postage.	419
484	Lottery matter in the mails.	134
499	Scurrilous and obscene matter.	1,846
497		
498	Use of mails for fraudulent purposes.	2,055
1617	Unlawful use of penalty envelopes.	52
512	Post-offices located in barrooms.	19
266	Carrying mail by private express.	28
1136		
10	Obstructing the mails.	58
1141		
1622	Forging or counterfeiting money orders.	92
1623	Embezzlement of letters containing inclosures, by postal employees.	49
1588	Detaining, opening, or destroying letters, by postal employees.	449
1804	Intercepting or stealing mail, by any person.	730
1809		
1610	Willfully neglecting to deposit postal revenues, by postmaster.	46
1576	Removing cancellations from postage stamps.	356
1583		
1584		
1585		

By reference to Exhibit F it will be seen that of the 41,527 cases referred to inspectors for investigation during the last fiscal year, 25,607 were reported on and finally closed, leaving a balance of 15,920 referred during that period which were not closed.

A comparison of the last two fiscal years shows that there were 1,430 less cases of this class referred to inspectors in 1902 than during 1901, while the number of cases closed in 1902 was 53 less than the number closed during the previous year, and 2,446 more than in 1900. It will thus appear that, although there were 53 less cases of this class investigated and closed during the last fiscal year, there was a decrease of 10,529 in the number of cases in the hands of inspectors June 30, 1902.

D CASES, OR CASES REFERRING TO HIGHWAY ROBBERY OF THE MAILS, ROBBERIES OF POST-OFFICES, AND OTHER SPECIAL DEPREDACTIONS.

Exhibit H embraces the class of investigations which relates to the robbery and burning of post-offices, wreckings, and other casualties occurring to postal cars; highway robberies of mail trains, messengers, stages, etc. The investigation of this class of cases requires persistent and patient effort on the part of inspectors.

The following is a comparative statement of the depredations and casualties treated in this class of cases during the fiscal years 1899, 1900, 1901, and 1902:

Year.	Robberies.				Postal cars burned and wrecked.	Post-offices burned.	Pouches lost.	Pouches cut or stolen.
	Post-offices.	Mail trains and stages.	Mail messengers, star route carriers, and wagons.	Letter boxes, street and rural free delivery.				
1899	1,481	34	.....	76	46	563	488	401
1900	1,587	23	.....	78	92	586	602	511
1901	1,685	37	8	158	71	643	656	743
1902	1,746	11	16	465	74	669	762	742

The above figures show a decrease in the number of postal cars and stages robbed as compared with previous years noted, but an increase in the number of other depredations and casualties listed. This is accounted for by the expansion of the postal service in its various branches. In this table the number of letter boxes robbed is given as 465 as against 158 for the year 1901 and 76 for 1900. This increase is due to the growth of the rural free-delivery service. It is obvious that boxes placed along the country highways are much more liable to depredations than those along city streets.

At the beginning of the last fiscal year there were 1,159 cases brought forward from the previous year not closed. Add to this 4,947 cases received during the year, and we have 6,106 cases to be accounted for. Of this total, 3,633 were referred and closed during the year, and 980 referred during previous years were also closed, making a total of cases closed during the last fiscal year of 4,613, leaving a balance of 1,493 cases on hand July 1, 1902. Of this balance, 179 were of previous years' reference.

The special feature which attracts attention in this class of cases is the fact that the number of post-offices robbed during the fiscal year was 1,746, which, in comparison with the average number for the previous three years (1,567), shows an increase of over 11 per cent, with a corresponding decrease of 1,021 in the total number of post-offices.

The decrease in the number of post-offices is accounted for by the consolidation of small offices and the extension of the rural free-delivery service.

CLASS F CASES.

Inquiries and complaints relating to international mail matter forwarded to and from foreign countries and in transit across the United States to a foreign country are designated F cases. For the most part these cases are simply inquiries relative to the delivery of foreign matter, which necessarily require considerable correspondence. But few need personal investigation by an inspector. During the year there were 24,118 of this class, of which 14,814 related to registered matter, 9,087 to the ordinary mail, and 217 were of a miscellaneous nature. To the 24,118 cases received there should be added 4,191 cases which were on hand at the beginning of the fiscal year, making a total of 28,309 cases on hand and received during the year. Of this number 23,515 cases were closed.

A total of 14,402 registered cases was closed, and in 14,008 of these investigation demonstrated that no loss had occurred in the registered mails. Twenty-seven cases related to investigations in which collections were made and the amount so collected disbursed through this office. Twenty-two cases affecting registered matter were closed as chargeable to robberies. One hundred and forty-one cases related to losses outside of the United States, and 202 cases related to alleged rifling not located. Of the 8,902 cases relating to ordinary matter, which were closed during the year, 3,529 were reported without loss; in 5,373 cases the losses could not be located; 45 cases related to international money orders, and 139 cases were of a miscellaneous character. At the end of the year there were 4,794 cases on hand partially investigated, 310 being in the hands of inspectors.

The number of inquiries and replies received during the year which required translation into English amounted to 11,719. Of this number, 4,267 were translated by the foreign mails division of the Second Assistant Postmaster-General's Office and 7,452 were translated by our own force.

The following summary of foreign cases shows the number and character of reports received, the number of cases disposed of during the fiscal year, those remaining on hand from the previous year, and the cases which are now in an incomplete condition:

Summary of F cases.

[Showing the number on hand, received, and disposed of during the fiscal year, and the number not completed at the beginning of the current year, July 1, 1902.]

Cases on hand July 1, 1901.....	4,191
Cases received during the year relating to registered matter.....	14,814
Cases received relating to ordinary matter.....	9,087
Cases received of a miscellaneous character.....	217
Total.....	<u>28,309</u>

Cases relating to registered matter closed without loss.....	14,008
Registered cases in which loss occurred abroad.....	141
Registered cases closed, showing loss by robbery in the United States.....	22
Registered cases closed in which loss was not located as between the United States and foreign countries.....	14
Registered cases closed, showing loss in United States.....	15

Registered cases closed in which the alleged rifling was not located as between the United States and foreign countries	202
Total registered cases closed.....	14,402
Ordinary cases closed without loss.....	3,529
Ordinary cases closed, loss not located	5,373
Total ordinary cases closed.....	8,902
Cases relating to international money orders closed	45
Other miscellaneous cases closed.....	139
Total miscellaneous cases closed.....	184
Cases closed in which collections were made and sums disbursed through this office.....	27
Total number of cases closed during the year.....	23,515
Cases on hand, unfinished, July 1, 1902.....	4,794
Total.....	28,309

ARRESTS FOR OFFENSES AGAINST THE POSTAL LAWS.

The total number of arrests during the fiscal year, as shown by Exhibit I, was 1,721. Of this number 112 were postmasters, 25 were assistant postmasters, 64 were clerks in post-offices, 13 were railway postal clerks, 29 were letter carriers, 43 were mail carriers, and 18 were employed in minor positions in the postal service. The remainder (1,417) were persons not connected in any way with the postal service, and among them were 287 post-office burglars.

Of the total number of arrests (1,721), 1,191 were disposed of in United States courts, resulting in 719 convictions. One hundred and forty-seven defendants were discharged by the grand jury; 115 were discharged on preliminary examination; 78 were acquitted. In 63 cases sentence was suspended; in 62 cases proceedings were dismissed, and 7 defendants died awaiting trial. Eleven forfeited bail and 10 escaped from custody, leaving 509 cases pending in United States courts on July 1, 1902.

In State courts 113 cases were disposed of, resulting in 42 convictions and 10 acquittals, leaving 61 cases awaiting trial at the close of the fiscal year.

The following is a comparative statement of the depredations and casualties of this class for the past decade:

Year.	Number of post-offices.	Increase.	Post-offices burned.	Increase.	Post-offices burglarized.	Increase.	Burglars arrested.	Increase.
		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>
1892.....	67,119	4.3	498	12.2	1,108	27.6	208	14
1893.....	68,403	1.9	580	6.4	1,196	7.9	228	12.8
1894.....	68,805	.6	558	5.8	1,621	35.6	351	58.9
1895.....	70,064	1.8	532	a 4.7	1,661	a 3.7	423	20.5
1896.....	70,380	.4	532	.....	1,474	a 5.6	470	11.1
1897.....	71,022	.9	500	a 6	1,373	6.7	419	a 10.9
1898.....	73,570	3.5	544	8.8	1,647	a 1.7	441	5.3
1899.....	75,000	1.9	553	3.4	1,481	a 4.2	361	a 18
1900.....	76,688	2.2	586	4	1,687	7.2	320	a 11.8
1901.....	78,945	.3	643	9.7	1,686	3	327	2.1
1902.....	75,924	a 1	689	9.5	1,746	9.3	287	a 8.7
1892.....	67,119	.....	498	.....	1,108	.....	208	.....
1902.....	75,924	13.1	689	34.3	1,746	57.5	287	41.3

a Decrease.

From this table it will be noted that while the number of post-offices in the United States has increased only 13.1 per cent during the last ten years, the increase in the number of post-offices destroyed by fire during that period has been 34.3 per cent, and the number of post-office robberies has increased 57.5 per cent, while the increase in the number of post-office burglars arrested has been 41.3 per cent.

IDENTIFICATION OF CRIMINALS.

The matter of the identification of criminals is one of importance. The section having charge of this feature of the work has been in operation since July 1, 1899, and is of great value to the service. The Bertillon system of measurement and description is used whenever practicable, and there are now on file in the section the descriptions and histories of many criminals. The identification section, through the Chief Post-Office Inspector, is a subscriber to the National Bureau of Identification. To this national bureau are sent photographs, measurements, and descriptions of criminals when arrested, and the information of that institution is at the command of the post-office inspectors.

REWARDS.

The standing rewards offered by the Postmaster-General for the apprehension and conviction of post-office robbers have secured the earnest cooperation of local officers and the detective and police forces of the country, resulting in the arrest of a considerable number of particularly bold and annoying depredators of this class.

During the year there have been filed with the Department 109 claims for rewards, and there were on hand, at the close of the fiscal year 1901, 73 claims of this character, making a total of 182 claims under consideration during the year just closed. Of this number, 15 claims were rejected, 66 were on hand at the close of the year, and 101 were paid, as follows: One claim of \$200, chargeable to the appropriation of 1897; 1 claim of \$50, chargeable to the appropriation of 1898; 21 claims, making a total of \$5,100, chargeable to the appropriation of 1900; 72 claims, making a total of \$11,500, chargeable to the appropriation of 1901; 6 claims, making a total of \$1,200, chargeable to the appropriation of 1902; the entire number of claims paid during the year making a total of \$18,050.

From the above statistics it will appear that there was an unexpended balance of \$23,800 on hand July 1, 1902, on account of the appropriation for rewards. There were, however, under consideration at that time 45 claims which, if allowed, will be payable from the appropriation for 1902. This number will be considerably augmented by claims to be filed for recent arrests which relate to offenses committed during the last fiscal year. When these rewards have been adjusted and settled, their payment will consume a large proportion of the unexpended balance.

Attention is called to the fact that during the last fiscal year 72 claims, amounting to \$11,500, were paid from the appropriation of 1901 (including one claim for \$800, two claims for \$600 each, and six claims for \$400 each), and 21 claims, amounting to \$5,100 (including

one claim for \$2,000 and one claim for \$1,000), were paid from the appropriation of 1900.

The beneficial effects resulting from the money expended on account of these rewards is apparent, and I respectfully recommend that the appropriation of \$25,000 for this purpose be renewed.

Financial statement.

Division.	Cash on hand July 1, 1901.	Cash collected.	Total cash.	Cash disbursed.	Balance on hand July 1, 1902.
Boston.....	\$15. 00	\$20,942. 65	\$20,957. 65	\$20,957. 65	.....
Chattanooga.....	92. 40	34,145. 52	34,237. 92	34,203. 56	\$34. 36
Chicago.....		44,800. 96	44,800. 96	44,794. 59	6. 37
Cincinnati.....		17,029. 45	17,029. 45	17,027. 86	1. 59
Denver.....		15,661. 27	15,661. 27	15,661. 27	.....
Honolulu.....		909. 77	909. 77	909. 77	.....
Kansas City.....		13,178. 90	13,178. 90	13,178. 90	.....
New Orleans.....		34,820. 10	34,820. 10	34,806. 90	13. 20
New York.....		27,332. 11	27,332. 11	27,327. 11	5. 00
Philadelphia.....	27. 36	30,025. 90	30,053. 26	30,041. 10	12. 16
St. Louis.....	3. 70	21,458. 58	21,462. 28	21,461. 18	1. 10
St. Paul.....	4. 25	19,858. 82	19,858. 07	19,853. 07	5. 00
San Francisco.....		15,077. 28	15,077. 28	15,040. 28	37. 00
San Juan.....		272. 05	272. 05	272. 05	.....
Spokane.....		28,723. 03	28,723. 03	28,719. 03	4. 00
Washington.....		27,747. 38	27,747. 38	27,747. 38	.....
Total.....	142. 71	351,978. 77	352,121. 48	352,001. 70	119. 78

The above table shows, by divisions, the amounts of money collected or recovered and disbursed during the fiscal year.

Adding to \$142.71, the amount of cash on hand at the close of the fiscal year 1901, the sum collected during the past year—\$351,978.77—the total to be accounted for is \$352,121.48. Of this amount \$352,001.70 has been disbursed, leaving an unexpended balance of \$119.78 at the close of the year. This money represents collections of balances due from postmasters, penalties for violations, amounts recovered on account of fraudulent use of the mails, and collections of amounts illegally received by postmasters through false cancellations, as well as collections in cases of robberies of post-offices, wrecking of mail trains, highway robberies of mail stages, and moneys received on account of loss in the ordinary and registered mails attributable to carelessness, accident, or larceny.

CUBA.

On May 20 Inspector Fosnes delivered to his Cuban successor the postal service, completely organized in its operations and accounts, completely equipped with material, and almost entirely Cubanized in its personnel. The transfer was effected without a ripple of disturbance. Among the assets turned over to the new administration were postage stamps and stamped paper to the amount of \$177,600.07, sufficient for six months' requirement, and money-order funds to the amount of \$183,249.78.

The administration of the postal affairs of Cuba by Inspector Fosnes is a source of pride to this Bureau. It was economical and efficient. The improvements in the service during this period can not be more forcibly illustrated than by comparing the first eighteen months of

his administration with the eighteen months of the administration dating from the beginning of American occupation to the reorganization of the service by the officers of this Bureau.

The figures for the two 18-month periods are as follows:

Revenues:	
January 1, 1899, to June 30, 1900.....	\$387, 439. 66
July 1, 1900, to December 31, 1901.....	549, 413. 19
Increase.....	161, 973. 53
Or 41.8 per cent.	
Expenditures:	
January 1, 1899, to June 30, 1900.....	910, 486. 59
July 1, 1900, to December 31, 1901.....	654, 987. 81
Decrease.....	255, 498. 78
Or 28.06 per cent.	
Deficit:	
January 1, 1899, to June 30, 1900.....	523, 046. 93
July 1, 1900, to December 31, 1901.....	105, 574. 62
Net gain in favor of reorganized service.....	417, 472. 31

The same course of economy was followed down to the turning over of the postal affairs of the island to the Cuban Government on May 20 of this year. The total revenues for the period July 1, 1901, to May 19, 1902, were \$335,915.51, and the expenditures were \$372,573.56. Expressed in pro rata equivalents, these figures compare with those of 1901 as follows:

Revenues:	
1901.....	\$367, 634. 50
1902.....	379, 596. 35
Increase.....	11, 961. 85
Expenditures:	
1901.....	451, 437. 89
1902.....	421, 020. 20
Decrease.....	30, 417. 69
Deficit:	
1901.....	83, 803. 39
1902.....	41, 423. 85
Decrease.....	42, 379. 54
Or 50.57 per cent.	

At such rate of decrease the deficit would have disappeared and the service become self-sustaining in another year. The service was at the same time continually improving. This is a record of administration which may well serve as a model to our Cuban friends.

HAWAII.

The division of post-office inspectors established at Honolulu for the Territory of Hawaii, as mentioned in my last annual report, has been discontinued. It is now included in the San Francisco division.

RECOMMENDATIONS.

The act of June 13, 1898, providing that assistant postmasters, cashiers, and other employees in post-offices of the first, second, and third classes shall give bond direct to the United States, has not proven satisfactory in operation and has raised a number of legal questions, which, if decided in accordance with the contention of sureties and postmasters, may result in serious loss to the Government. Originally a postmaster was responsible under his bond for all moneys received, and it was his duty to account therefor, even if a loss was due to a subordinate. A vexatious question as to responsibility for losses has arisen since the act referred to became effective. If the postmaster makes good the loss, there is no provision for him to succeed to the rights of the United States under the clerk's bond. If it should be judicially determined that the bonding of the clerk direct to the United States relieves the postmaster, the Government would have no recourse in the event the loss exceeded the amount of the bond. I therefore earnestly renew my recommendation that the act be repealed, and suggest a law be enacted requiring assistant postmasters, cashiers, and other employees to give bonds to postmasters direct and holding postmasters responsible under their own bonds for any and all acts and defaults occurring at their respective offices.

I further recommend:

That an appropriation be made for the purpose of constructing look-outs wherever, in the opinion of the Postmaster-General, the same may be needed.

That the interstate-commerce law be amended to prohibit common carriers—to wit, telegraph and express companies—or any of their employees from aiding and abetting in the green-goods or lottery swindles or any other scheme, carried on partly by mail and partly by common carrier, and which is in violation of the postal laws.

Respectfully submitted.

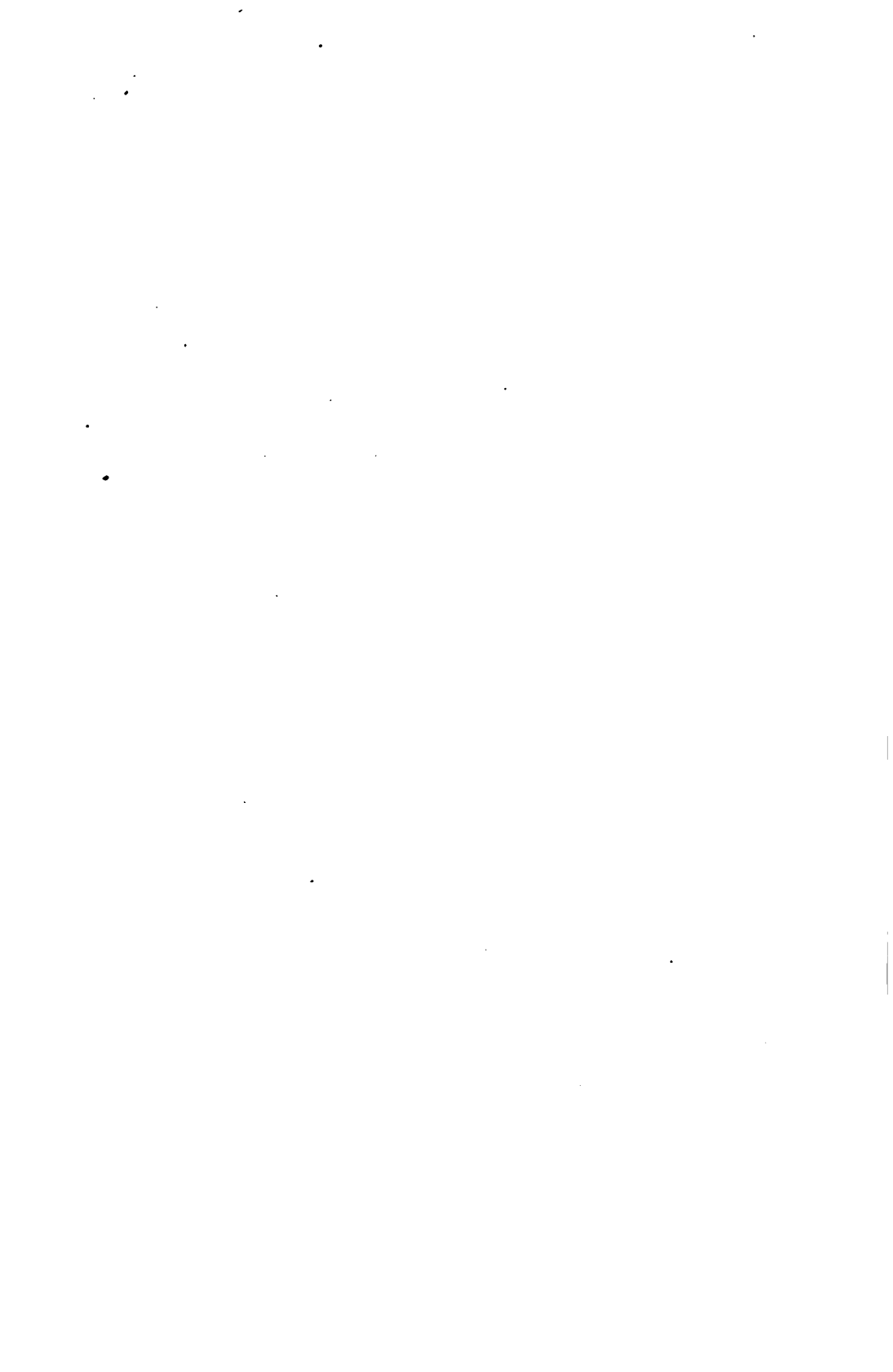
J. L. BRISTOW,

Fourth Assistant Postmaster-General.

THE POSTMASTER-GENERAL.

EXHIBIT A.—Number and character of complaints (by States) upon which A cases were made up and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1902.

States and Territories.	Letters.		Parcels.		Total.	Alleged cause of complaint.										Total.
	In which contents were stated when complaint was made.	Contents not stated.	Contents stated.	Contents not stated.		Rifling.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employees.	Improper dispatch.	Other causes.		
Alabama	162	175	3	1	341	137	179	5	4	4			2	10	341	
Alaska	8	12			20		6	12	1						20	
Arizona	10	16	2		28	6	20				1				28	
Arkansas	170	119	4	1	294	142	112	5	4	3			3	23	294	
California	65	130	14	4	213	50	125	5	5	17	2		5	4	213	
Colorado	58	68	7	1	134	47	71	1	2	6			4	3	134	
Connecticut	36	48	10	10	104	19	64	4	3	9	1		1	8	104	
Delaware	12	3	1		16		9	6	1						16	
District of Columbia	71	139	11	20	241	18	211	2	4	2			3	1	241	
Florida	78	50	6	1	135	57	69	1	1	4			2	1	135	
Georgia	177	137	2	4	320	139	165	1	5	1	1		8	5	320	
Hawaii	3	16			19		1	17		1					19	
Idaho	32	27	3		62	18	39	1	1	3					62	
Illinois	180	241	73	26	520	136	299	9	15	28	7		10	16	520	
Indiana	98	48	3	4	153	77	58	4	2	5	1			6	153	
Indian Territory	52	38	1	1	92	41	40	1	1	4	1			4	92	
Iowa	61	49	8	3	121	41	65	1	3	5	3		3		121	
Kansas	66	47	6	4	123	43	47	4	2	8	1		2	16	123	
Kentucky	149	93	1	3	246	128	96	8	2	6			4	1	246	
Louisiana	133	233	4	5	375	97	240	4	8	12	10		4	6	375	
Maine	20	17	1	2	40		11	20		3			1	1	40	
Maryland	68	16	2		86	52	26		2	3	1		2		86	
Massachusetts	54	75	10	4	143	29	90	1	3	13			2	5	143	
Michigan	88	36	5	3	132	65	51	5	5	2			2	2	132	
Minnesota	55	36	3	1	96	38	40	8	6				1	2	96	
Mississippi	272	167	5	3	447	261	150	3	2	9	4		2	16	447	
Missouri	259	388	68	32	747	157	528	8	15	17	3		4	15	747	
Montana	32	60	1	2	96	25	55	4	3	4	1		1	3	96	
Nebraska	23	28	2	1	54	15	32	1	1	2	2		1		54	
Nevada	10	11			21		6	11	1	1			2		21	
New Hampshire	14	9			23		9	9		1	3			1	23	
New Jersey	63	45	4	1	113	35	61	7	2	3			4	1	113	
New Mexico	18	16	3		37	10	22	1		1	1		1	1	37	
New York	232	225	42	22	521	159	288	16	7	28	4		12	7	521	
North Carolina	175	60	11	3	249	70	163	4	3	2			2	5	249	
North Dakota	15	13	2		30	8	18	1		2			1		30	
Ohio	130	90	9	5	234	115	89	4	5	12			3	6	234	
Oklahoma	50	47		1	96	38	48	2	2	2			4	2	96	
Oregon	23	37	2		62	26	28	2	4	1			1		62	
Pennsylvania	253	188	11	3	405	178	163	15	8	24	3		6	8	405	
Porto Rico	11	7	3		21		5			2	2			4	21	
Rhode Island	8	5	3	1	17	6	7	1	1	2					17	
South Carolina	81	56	1	1	139	57	78	1	1	1	1				139	
South Dakota	14	8	2		24	10	12			1	1				24	
Tennessee	107	116	2	2	227	70	139	3	6	4			3	2	227	
Texas	212	186	8	9	415	150	230	8	5	10	1		5	6	415	
Utah	10	15		1	26		5	20			1				26	
Vermont	6	4			10		6	3	1						10	
Virginia	134	109	10	2	255	100	143	1	4	3	1		2	1	255	
Washington	32	72	1		106	24	60	2	4	6	3		1	5	106	
West Virginia	98	82	2	2	184	82	74	5	3	5			8	7	184	
Wisconsin	43	50	3	1	97	33	41	2	7	6	1		2	5	97	
Wyoming	18	20			38	15	16	3	2	1				1	38	
Total	4,249	3,983	375	190	8,747	3,081	4,668	168	164	291	60		118	207	8,747	



12 30, 1902.

St.	Financial condition.											Grand total.	
	Cases paid.												
	Robbery of post-offices.	Robbery of postal cars.	Robbery of stages, etc.	Theft.	No discovery.	Total.	No loss.	Through office of chief post-office inspector.	Through Dead-Letter Office.	Outside the Department.	No recovery.		Total.
29	30	31	32	33	34	35	36	37	38	39	40	41	
Alab.	1				1	66	92	4	11	48	3	66	158
Alaska							8						8
Ariz.						1	24			1		1	25
Ark.	1				4	79	136	1		70	8	79	215
Calif.	2		3		3	27	149	9		14	4	27	176
Color.					1	34	101	9		23	2	34	135
Conn.	1					2	44			2		2	46
Del.						3	3		1	2		3	6
Distri.						2	48				2	2	50
Flori.						13	39			11		13	62
Georg.	1					49	97	4	2	9		36	146
Haw.						2	11			2		2	13
Idaho.						6	22		4				28
Illino.	2				7	70	218	9	2	49	10	70	288
India.	1				1	45	86	3		40	2	45	131
Indi.						18	46			18		18	64
Iowa.	1				1	24	67	5		18	1	24	91
Kans.	1					38	61	1		37		38	99
Kent.					1	50	107	2		47	1	50	157
Louis.	3					66	135	20	2	40	4	66	201
Main.					2	9	18	3		5	1	9	27
Mary.					3	37	34	8		24	5	37	71
Mass.	2				4	13	83	7		2	4	13	96
Mich.					2	18	51		2	14	2	18	69
Minn.					2	14	72		1	10	3	14	86
Missi.					3	175	158	17		153	5	175	833
Misso.					4	54	530	1	2	48	3	54	584
Mont.					1	14	57	1		12	1	14	71
Nebri.		6			1	15	25			8	7	15	40
Neva.					1	1	11				1	1	12
New.					1	9		1				1	10
New.	7				4	20	55	2		8	10	20	75
New.						6	27	1		4	1	6	33
New.	1				12	64	302	24		13	27	64	366
North.	1				3	47	67	12	1	31	3	47	114
North.						6	33	1		5		6	39
Ohio.	1			1	3	63	99	8		50	5	63	162
Okla.						15	48			15		15	63
Oreg.		4				10	33		1	5	4	10	43
Penn.	4				5	84	209	8	3	62	11	84	293
Porto.						2	19	2				2	21
Rhod.						2	11	1		1		2	13
South.	4					24	43		5	5	14	24	67
South.	1					1	17			1		1	18
Tenn.	2				1	29	45	10	3	13	3	29	74
Texas.	3				4	48	248	23		18	7	48	296
Utah.					1	4	18	1		2	1	4	22
Verm.						2	5					2	7
Virgi.	1				9	56	90	4	1	40	21	56	146
Wash.						14	63	3	2	8	4	14	77
West.	1				2	46	83	5		37	4	46	129
Wisc.						12	44	4		8		12	56
Wyom.						9	23		1	8		9	37
	42	10	3	1	85	1,510	4,129	214	49	1,076	171	1,510	5,639

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters.

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Packages.	Total number of complaints received.
Alabama	417	348	74	217	634
Alaska	5	8	2	2	7
Arizona	60	44	16	31	91
Arkansas	207	175	32	180	387
California	953	721	232	1,071	2,024
Colorado	467	358	109	456	923
Connecticut	780	646	134	424	1,204
Delaware	198	163	35	75	273
District of Columbia	994	720	274	598	1,592
Florida	296	228	68	173	469
Georgia	533	416	117	350	888
Hawaii	31	26	5	28	59
Idaho	70	61	9	38	106
Illinois	4,317	3,154	1,163	11,125	15,442
Indiana	878	730	148	653	1,531
Indian Territory	83	75	8	34	117
Iowa	587	495	92	442	1,029
Kansas	456	382	74	344	800
Kentucky	571	461	110	960	1,531
Louisiana	496	372	114	416	902
Maine	942	804	88	163	505
Maryland	1,110	879	231	767	1,877
Massachusetts	4,211	3,747	464	2,868	7,079
Michigan	1,134	953	181	1,283	2,417
Minnesota	966	822	144	840	1,806
Mississippi	263	224	39	128	389
Missouri	1,538	1,440	398	2,803	4,041
Montana	179	142	37	99	278
Nebraska	262	215	47	366	628
Nevada	29	16	13	6	35
New Hampshire	235	207	28	86	321
New Jersey	2,411	2,106	706	1,250	4,061
New Mexico	60	50	10	37	97
New York	13,852	9,266	4,586	10,589	24,441
North Carolina	327	248	79	203	530
North Dakota	82	70	12	45	127
Ohio	2,765	2,222	543	2,549	5,314
Oklahoma	115	93	22	52	167
Oregon	129	105	24	148	277
Pennsylvania	5,898	4,939	959	4,271	10,169
Porto Rico	56	31	25	25	81
Rhode Island	674	541	133	459	1,183
South Carolina	248	196	53	164	412
South Dakota	85	73	12	65	150
Tennessee	540	437	103	378	918
Texas	759	640	119	628	1,387
Utah	85	77	8	40	125
Vermont	154	137	17	90	244
Virginia	866	682	184	436	1,302
Washington	309	252	57	226	535
West Virginia	254	207	47	445	699
Wisconsin	645	570	75	456	1,101
Wyoming	28	23	5	27	55
Total	53,700	41,466	12,214	49,557	103,257

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspectors for investigation.
Alabama.....	52	100	148		5	329
Alaska.....		1	1			5
Arizona.....	49	10	1			31
Arkansas.....	52	61	19			261
California.....	447	949	98	6	4	1,129
Colorado.....	331	258	73	1	2	255
Connecticut.....	200	109	219		2	674
Delaware.....	32	34	19		1	187
District of Columbia.....	38	242	940	1	2	369
Florida.....	32	91	89		4	253
Georgia.....	53	153	169	2	7	499
Hawaii.....	19	18	3			19
Idaho.....	22	38	4			44
Illinois.....	439	1,479	3,236		4	10,284
Indiana.....	342	278	270	1		640
Indian Territory.....	3	13	6			95
Iowa.....	178	176	59		1	615
Kansas.....	22	113	27		2	635
Kentucky.....	436	275	105		1	714
Louisiana.....	130	167	103	9	6	487
Maine.....	109	60	58		1	232
Maryland.....	118	298	205	1	3	1,257
Massachusetts.....	1,337	758	1,425	2	24	3,532
Michigan.....	467	151	270		1	1,528
Minnesota.....	195	384	164	2		1,061
Mississippi.....	56	108	50	6	4	165
Missouri.....	750	470	234	2	5	3,130
Montana.....	54	90	4	5		125
Nebraska.....	51	94	8		2	473
Nevada.....	16	4	4			11
New Hampshire.....	78	56	35		3	149
New Jersey.....	134	337	1,189		8	2,398
New Mexico.....	29	17	20	1		30
New York.....	1,718	1,855	11,285	2	29	9,552
North Carolina.....	58	92	62	9		309
North Dakota.....	28	31	1	1		66
Ohio.....	818	824	806	2	4	2,860
Oklahoma.....	8	12	2			145
Oregon.....	54	78	19		1	125
Pennsylvania.....	190	1,082	3,027	1	10	5,850
Porto Rico.....	25	28	10			15
Rhode Island.....	178	105	480		2	373
South Carolina.....	36	72	58		1	245
South Dakota.....	25	35	3			87
Tennessee.....	64	165	178	2	8	501
Texas.....	208	318	226	16	22	597
Utah.....	17	30	35		1	42
Vermont.....	53	24	33			134
Virginia.....	116	182	222	7	8	767
Washington.....	87	167	18		6	257
West Virginia.....	77	206	111		1	305
Wisconsin.....	231	94	113	1		662
Wyoming.....	24	14	1			16
Total.....	10,276	12,205	25,941	80	184	54,571

EXHIBIT E.—*Number, nature of cases, and office of original reference of miscellaneous cases, Class C, referred to post-office inspectors for investigation during the fiscal year ended June 30, 1902.*

Nature of cases.	First Assistant Post-master-General.	Second Assistant Post-master-General.	Third Assistant Post-master-General.	Fourth Assistant Post-master-General.				Assistant Attorney-General.	Auditor for Post-Office Department.	Total number of each class of cases.
				Appointment di- vision.	Bonds and com- missions.	Chief post-office Inspector.				
Inspections of post-offices (Form C).....						9,592		15		9,607
Inspections of post-offices (Form I).....						1,202				1,202
Responsibility of sureties (Form C).....					5,419					5,419
Responsibility of sureties (Form S).....					9,213					9,213
Complaints and charges against postmasters and employees of post-offices.....	204	90	70	1,452		1,677		21		3,514
Charges against rural free-delivery carriers.....						9				9
Establishment of post-offices and stations.....	1			106		11				118
Discontinuance of post-offices and stations.....				18		44				62
Allowances for post-offices.....	19					5				24
Location, change of site, name, etc., of post-offices.....	1			106		12				119
Appointment of postmasters.....				57		15				72
Establishment, discontinuance, and investigations of free-delivery service.....	230									230
Mail-messenger service.....										
Lease of post-offices.....	26					2				28
Routes, establishment, discontinuance, and change of service.....		1				2				3
Routes, charges against contractors, carriers, etc.....		5				56				61
Mail locks and keys, loss of, etc.....		7								7
Charges against railway postal clerks.....		6				14				20
Collections of balances due United States.....						29		134		163
Inspections and investigations of money-order business, collection of funds, forwarding statements, etc.....	25					4		157		186
Wrong payment of money-orders.....	168					162		9		339
Establishment and discontinuance of money-order service.....						24				24
Box rents and key-deposit funds.....	230					1				231
Second class rates.....		253								253
Sections 329, 1578, and 555.....		195		3		197				396
Section 484.....		1	12			318	12	76		419
Section 499.....						133	1			134
Sections 497 and 498.....	184	9	3	6		1,644				1,846
Section 1617.....	47	12	21	15		1,932	28			2,056
Section 512.....						52				52
Section 266.....				8		11				19
Sections 1136 to 1141.....	12	3				13				28
Sections 1622 and 1623.....		3				50				53
Section 1588.....	13					79				92
Section 1604.....						49				49
Section 1606.....	17	10		9		413				449
Sections 1609 and 1610.....	13	4		2		711				730
Section 1576.....			46							46
Sections 1583, 1584, and 1585.....	6	2	9			339				356
Miscellaneous investigations and complaints.....	313	203	159	306		2,846	12	61		3,900
Total.....	1,509	356	768	2,088	14,632	21,648	58	473		41,527

EXHIBIT F.—Disposition, by office of chief post-office inspector, of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors during the fiscal year ended June 30, 1902.

Number relating to office of and referred to—	
First Assistant Postmaster-General	1, 109
Second Assistant Postmaster-General	232
Third Assistant Postmaster-General	535
Fourth Assistant Postmaster-General	12, 865
Assistant Attorney-General	62
Auditor of the Treasury for the Post-Office Department	942
Relating to division of post-office inspectors and mail depredations, and filed	7, 007
Report of the inspection of post-offices referred to the several bureaus of the Department ..	3, 465
Total	25, 607

EXHIBIT G.—Recapitulation.

Cases (Class C) referred to inspectors for investigation during the fiscal year ended June 30, 1902 ..	41, 527
Cases on hand July 1, 1901, referred for investigation during previous years	40, 061
Total to be accounted for	81, 588
Cases referred to inspectors, reported upon, and finally closed during the fiscal year ended June 30, 1902	25, 607
Cases referred to inspectors during previous years reported upon and closed in fiscal year 1902 ..	26, 449
Total number of cases closed	52, 056
Cases remaining in hands of inspectors July 1, 1902	29, 532

EXHIBIT H.—Statement of complaints received and result of investigation of such complaints, Class D, special depredations.

COMPLAINTS RECEIVED.

Where mailed.	Post-offices robbed.	Post-offices destroyed by fires and storms.	Postal cars and steam boats wrecked or burned.	Mail cars and stages robbed.	Mail messengers, star-route carriers, and wagons robbed.	Pouches lost.	Pouches cut (intentionally or by accident), damaged, or stolen.	Loss of locks and failure to lock pouches.	Loss of eagle and rural free-delivery keys.	Street and rural free-delivery letter boxes rifled and stolen.	Miscellaneous.	Total number of complaints received.
Alabama.....	44	26	1		2	7	17	3	1	7	7	115
Alaska.....			1			1	1					3
Arizona.....	1	4	2			2		1			5	15
Arkansas.....	40	22	3			39	23		2		6	135
California.....	89	12	5	3		14	15	5	2	9	7	111
Colorado.....	16	9	1			2	12	5		10	1	63
Connecticut.....	22	3				13	12	1	2	6	4	56
Delaware.....	2	1					4			1		8
District of Columbia.....	1					10	4	1	1	1	4	22
Florida.....	10	10	5			7	5		3	1	3	44
Georgia.....	113	22	5	1		19	17	3	1	17	7	205
Hawaii.....	2	1					2			1		6
Idaho.....	3	4				4	2	5			2	20
Illinois.....	92	27	2		2	52	29	2	5	39	14	264
Indiana.....	52	15	2		1	29	23	3	4	26	8	163
Indian Territory.....	21	14	1	4	1	12	1	1	1	1		55
Iowa.....	44	26	5			18	10	1	4	14	7	129
Kansas.....	31	10	2			48	42	1	8	17	9	158
Kentucky.....	84	31	1		2	8	8	3	3	6	9	155
Louisiana.....	23	15				17	11	5	1	4	4	80
Maine.....	28	5				4	16			5	3	61
Maryland.....	13	8			2	6	16		3	13	5	66
Massachusetts.....	46	5				30	33	1	1	9	6	131
Michigan.....	41	11	1			20	18	2	1	21	10	125
Minnesota.....	21	14				10	17	2		13		77
Mississippi.....	34	12	1			11	24	1		2	7	92
Missouri.....	64	34	5		2	64	60	9	1	19	20	278
Montana.....	6	9	2			8	8	1	1	1	2	38
Nebraska.....	11	4	3		1	9	3	1	1	10	5	48
Nevada.....	1	1										2
New Hampshire.....	21	1				1	10			8		36
New Jersey.....	33	7	1			4	9	1	5	12	2	74
New Mexico.....	10	6				5	4			1	1	30
New York.....	83	33	1	1		37	98	4	11	16	28	312
North Carolina.....	40	17				11	14	4		8		102
North Dakota.....	7	2	1			6	5				3	24
Ohio.....	79	21	4			47	29		6	35	18	239
Oklahoma.....	26	8				20	8	1	1	1	5	70
Oregon.....	19	8	2	1		10	4		1	6	1	52
Pennsylvania.....	126	31	2			16	37	4	6	35	19	276
Porto Rico.....											1	1
Rhode Island.....	5	1				1	4			1	1	13
South Carolina.....	58	16	1		1	10	11		1	9	7	114
South Dakota.....	13	7						1	2	5	1	29
Tennessee.....	56	32	2		2	15	6	4	5	14	6	141
Texas.....	85	48	3		1	43	14	2	8	30	5	234
Utah.....	7	4				2					2	15
Vermont.....	8	2				6	7		1	2	3	29
Virginia.....	46	22	4			20	22	3	3	10	9	139
Washington.....	26	6	2			22	4	8	1	2	2	68
West Virginia.....	69	17	2			10	12		2	8	4	124
Wisconsin.....	24	23	1			11	9		1	13	1	83
Wyoming.....	1	3		1		6	3	1		1	1	17
Total.....	1,746	669	74	11	16	702	742	89	90	465	283	4,947

EXHIBIT H.—*Statement of complaints received and result of investigation of such complaints, Class D, special depredations—Continued.*

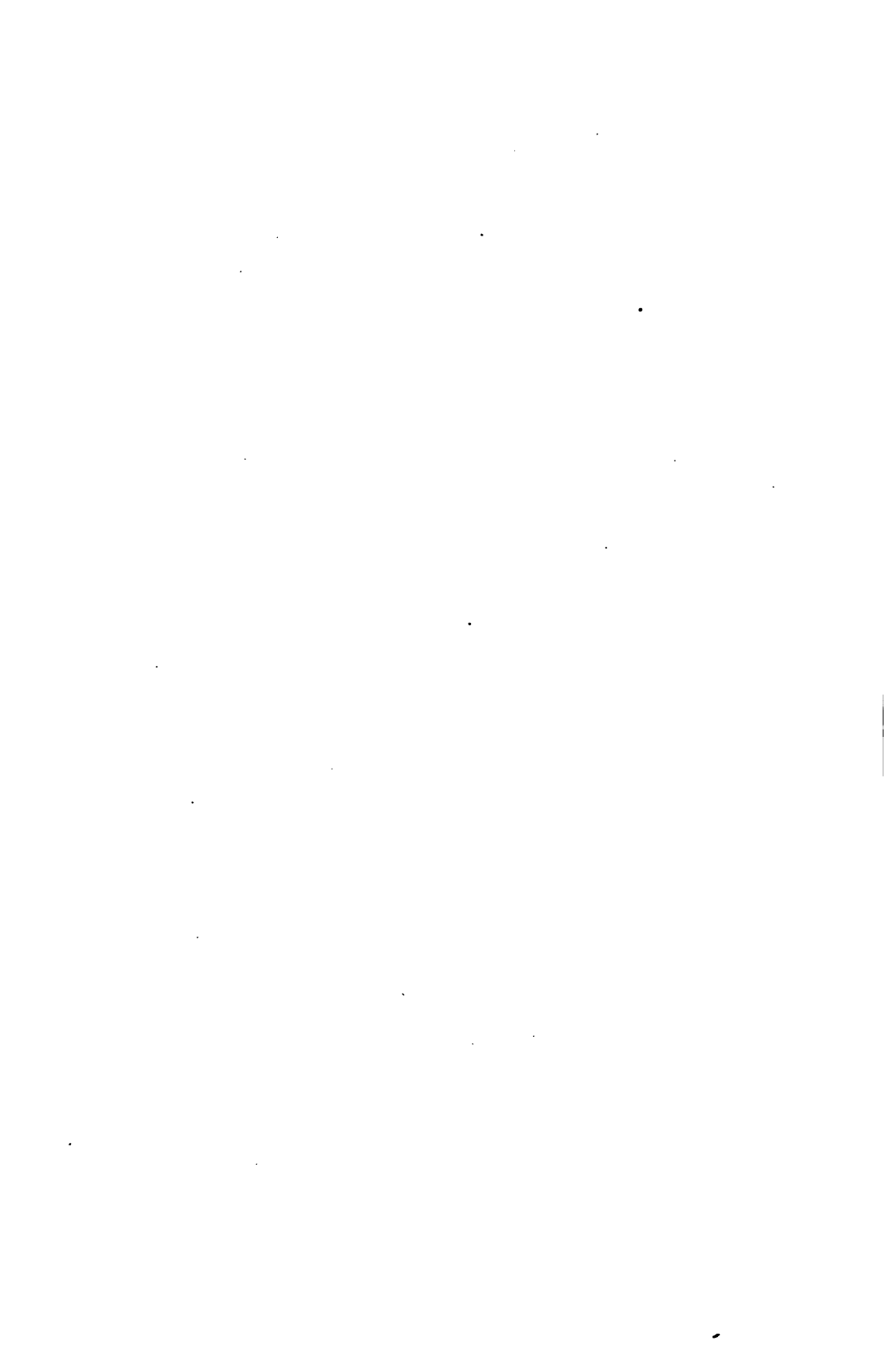
RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discov- ery.	No loss.	Losses chargeable to careles- ness or dep- redations of postal em- ployees.	Losses charge- able to accident.	Losses charge- able to persons not in the postal service.	Cases still in hands of in- spectors for inves- tigation.
Alabama.....	33	24		13	10	37
Alaska.....				1		3
Arizona.....	4	2		1	2	3
Arkansas.....	33	44	1	21	7	40
California.....	27	30	3	19	18	14
Colorado.....	13	17	1	14	6	9
Connecticut.....	16	17		6	4	20
Delaware.....	2	2	2	3		1
District of Columbia.....	3	6		1	2	9
Florida.....	6	6		2	2	28
Georgia.....	85	45	3	13	26	44
Hawaii.....	1	2				
Idaho.....	3	6		2		10
Illinois.....	73	65	2	39	16	37
Indiana.....	54	36		24	10	41
Indian Territory.....	7	12		2	3	29
Iowa.....	42	37	5	27	10	24
Kansas.....	29	29	5	17	7	70
Kentucky.....	44	30		10	17	66
Louisiana.....	24	21		12	4	16
Maine.....	17	6		10	2	27
Maryland.....	18	16	1	13	4	13
Massachusetts.....	81	50	2	22	10	19
Michigan.....	37	21	1	33	6	36
Minnesota.....	17	12		18	3	36
Mississippi.....	25	22	1	17	11	9
Missouri.....	49	74	11	30	17	108
Montana.....	6	14	2	7		6
Nebraska.....	14	18		7	3	8
Nevada.....	1	2				
New Hampshire.....	10	11		7	1	4
New Jersey.....	27	17		3	6	23
New Mexico.....	3	9	2	3	5	10
New York.....	74	66	8	77	20	78
North Carolina.....	24	19		15	13	33
North Dakota.....	6	6		6		6
Ohio.....	71	56	3	18	23	88
Oklahoma.....	9	17		6	5	47
Oregon.....	7	11		6	5	18
Pennsylvania.....	98	45	2	37	22	31
Porto Rico.....				1	1	
Rhode Island.....	3	2		4	4	
South Carolina.....	45	21	1	12	11	25
South Dakota.....	10	3	1	2	3	5
Tennessee.....	36	28	2	16	12	57
Texas.....	65	65	5	33	32	45
Utah.....	3	2		1	2	7
Vermont.....	9	4	1	9	3	6
Virginia.....	30	32		28	14	46
Washington.....	10	24	1	10	2	27
West Virginia.....	30	27	3	14	10	35
Wisconsin.....	23	12	1	15	6	35
Wyoming.....	2	10		1		5
Total.....	1,299	1,153	70	713	396	1,493

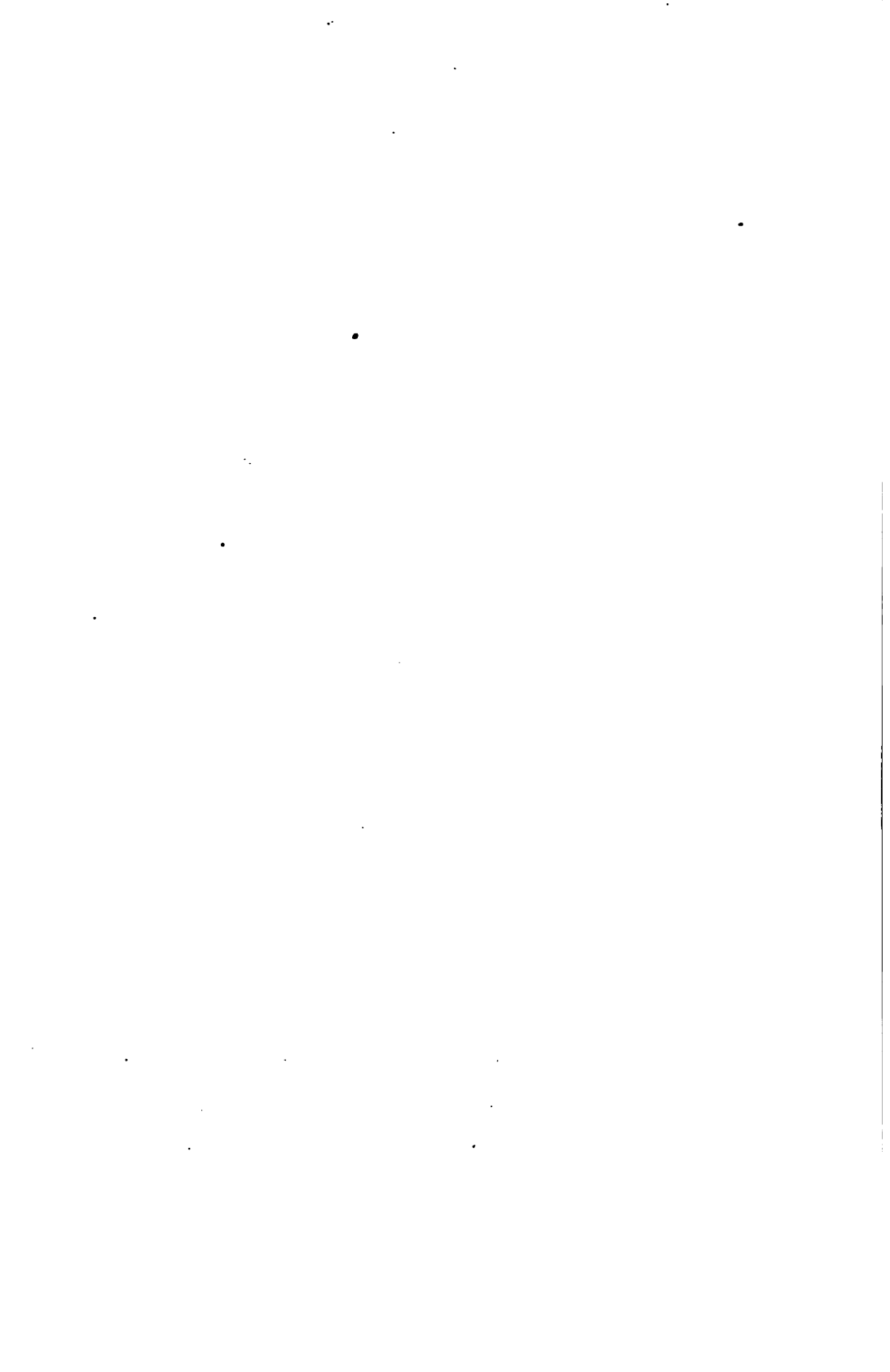
The cases remaining in the inspectors' hands June 30, 1902 (1,493), include 179 cases referred in pre-
vious years.

EXHIBIT I.—Statement showing number, classification, and disposition of cases of arrests

State or Territory where arrested.	Subject to jurisdiction of United States courts.									
	Class of offenders.									
	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Letter carriers.	Mail carriers.	Other employees.	Burglars.	All others for various offenses.	Total.
	2	3	4	5	6	7	8	9	10	11
Alabama	7				1	3		5	11	27
Alaska	1									1
Arizona						1		1	4	6
Arkansas	4	1	1			2		11	10	29
California	1	1	1			1			26	30
Colorado	2	1	1	1	1				38	44
Connecticut	1								10	11
Delaware										
District of Columbia			1	1	2				3	7
Florida	2						1	2	9	14
Georgia	6	2	2			3	2	17	32	64
Idaho									3	3
Illinois	6	1	4	2	3		2	10	136	164
Indiana	1		3	1			1	14	29	49
Indian Territory	1		1					8	18	28
Iowa	1		3					2	34	40
Kansas	2		1		1	1		1	22	28
Kentucky	7		2	1		4		10	34	58
Louisiana		1			1	2		3	9	16
Maine	1							1	1	3
Maryland		1				1	1	2	13	18
Massachusetts	1		3		3			1	27	35
Michigan	5				1			10	39	55
Minnesota	4		1		2			3	12	22
Mississippi	3					3			10	16
Missouri	2		2	1		3		15	61	84
Montana	2	1							9	12
Nebraska	1								18	19
Nevada										
New Hampshire								1		1
New Jersey	2	1	2						17	23
New Mexico	4	1				1	1		7	15
New York	1		12	1	7	2	8	16	76	118
North Carolina	9		2			3	1	11	27	53
North Dakota									3	3
Ohio	1	2	2	1	3	1		19	71	100
Oklahoma	2	2	3		1	1		5	8	22
Oregon			2					2	11	15
Pennsylvania	1	1	5	1			1	12	53	74
Rhode Island			1					3	1	5
South Carolina	4					2		11	17	34
South Dakota								6	10	16
Tennessee	3	1	2		1	2	1	20	19	49
Texas	5	1	1	3	1	1	1	16	70	99
Utah	1							3	10	14
Vermont						1		2	1	4
Virginia	5	5	4			4		9	19	46
Washington	4							1	34	39
West Virginia	2							25	18	45
Wisconsin	3	1	2		1		2	5	22	36
Wyoming						1		2	1	4
Hawaii									5	5
Porto Rico	4	1					1		12	18
Cuba										
Total	112	25	64	13	29	43	18	287	1,130	1,721



REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT
TO THE
SECRETARY OF THE TREASURY AND TO THE
POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1902.



REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT
TO THE
SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 4, 1902.

SIR: In compliance with laws relating to the organization and operations of this Bureau, I have the honor to present the annual report of said operations and of the financial transactions of the Post-Office Department during the fiscal year ended June 30, 1902, as follows:

The growth of all branches of the postal service has been increasingly rapid during the year under review, taxing to the utmost, in settling the accounts and recording the fiscal operations thereof, the energy and intelligence of the employees of the Auditor's Office, now nearly six hundred in number.

The official staff at the close of the fiscal year is as follows:

Auditor.—Henry A. Castle, Minnesota.
Deputy auditor.—Nolen L. Chew, Indiana.
Deputy auditor.—Harrison Allen, North Dakota.
Chief clerk.—John B. Sleman, Illinois.
Law clerk.—David H. Fenton, Indiana.
Disbursing clerk.—Benjamin W. Holman, Wisconsin.
Pay division.—Chief, Andrew M. McBath, Tennessee.
Bookkeeping division.—Chief, David W. Duncan, Pennsylvania.
Collecting division.—Arthur Clements, Maryland.
Foreign division.—Chief, Daniel N. Burbank, New York.
Recording division.—Chief, Milton M. Holland, Ohio.
Inspecting division.—Chief, Bennett A. Allen, Kansas.
Assorting and checking division.—Chief, W. Scott Belden, Iowa.

The employees number 593, embracing, in addition to the executive force, 7 chiefs of division, at \$2,000 per annum; 28 clerks of class 4, at \$1,800; 60 clerks of class 3, at \$1,600; 81 clerks of class 2, at \$1,400; 103 clerks of class 1, at \$1,200; 87 clerks of class E, at \$1,000; 71 clerks of class D, at \$900; 1 skilled laborer, at \$1,000; 6 messengers, at \$840; 12 assistant messengers, at \$720; 25 skilled laborers, at \$720; 65 skilled laborers, at \$660; 25 male laborers, at \$660; 3 female laborers, at \$660, and 15 charwomen, at \$240

MAGNITUDE OF FINANCIAL TRANSACTIONS.

The fiscal business transacted through the postal and money-order branches of the United States Post-Office Department is growing to

be a leading feature in our national finances. The items which go to make up the sum total of transactions during the year under review are as follows:

Revenues of the postal service.....	\$121,848,047.26
Expenditures of the postal service.....	124,809,217.17
Total amount of money orders issued.....	336,525,752.99
Total amount of money orders paid.....	321,042,218.44
Aggregate.....	904,225,235.86

The revenues of the service are mostly derived from the sales of postage stamps, postal cards, and stamped wrappers devoted to the prepayment of postage. Ledger accounts of those revenues, as well as of all credits for services, disbursements, etc., must be kept in this office with each of the 76,215 postmasters in commission. The 40,000,000 domestic money orders annually issued average about \$7.90 in amount. Debits and credits for the issue and payment of each order must be carefully audited and ledger accounts kept with all the 33,787 postmasters now authorized to sell and pay the same. Each paid order finally reaches the Auditor's office as a voucher, where it must be handled five times and checked twice against the postmaster's accounts before the accounts can be accepted as correct and entered in money-order ledgers.

In this, the sixth annual report of the present Auditor, it may be appropriate to record the actual increase in these financial transactions, involving practically a corresponding increase in the volume of work performed by the employees of the office during the period included in this term of service. The following is a statement of the respective aggregates:

Financial transactions for year ended June 30, 1902.....	\$904,225,235.86
Financial transactions for year ended June 30, 1897.....	544,931,560.68
Increase.....	359,293,675.18

This enormous increment of business, amounting to 66 per cent in five years, is but one expression of the marvelous extensions and expansions of the American postal system. These extensions have run out into entirely new fields, such as stamp books, pneumatic-tube service, and rural free delivery, and the expansions have penetrated our remotest continental possessions, as well as islands of the sea, which in 1897 were unthought of as a part of the national domain.

NEW PROBLEMS INVOLVED.

Some postal enterprises which have been engrafted on the simple original plan have brought into play conditions which were never contemplated by its founders. The service is of a purely business nature, carrying all the elements of a commercial institution conducted under public auspices. It is one of the penalties of such a venture that private interests coming in contact with it at all points struggle with each other for advantage. In spite of the warnings given by present defects there is a prevalent demand for still more experiments in doubtful fields of extension. The postal savings bank, the postal telegraph, the parcels post—even the absorption of all the railways, under Gov-

ernment control and Post-Office Department management, are a few of the suggested innovations.

WHERE WEAKNESSES ARE REVEALED.

Most of the defective features of the present system are first revealed in the Auditor's office. This bureau in its settlement of accounts detects frauds and defalcations, with the attendant official prerogative of reporting criminals for prosecution and attempting to collect short-ages from delinquents or their bondsmen. It passes upon fraudulent and fictitious claims, which only the closest scrutiny prevents allowance and payment in many cases. It handles all the multitudinous money-order vouchers which have given opportunity for error, forgery, and fraud in their issue or payment, besides constantly scrutinizing the money-order "reserve" statements of thousands of postmasters, with their standing temptation to embezzlement. It is vividly impressed with the difficulty of enforcing the Government's just demands against defaulting postmasters, failing contractors, and other wrong-doers through the leniency of judges and juries and wide loopholes of the law. Above all, it is conscious of numerous defects in its own methods, many of which, strive earnestly as we may, are apparently impossible of adequate correction.

Although the office of Auditor for the Post-Office Department was created in 1836, responsive to the manifest necessity for the settlement of postal accounts on an independent basis, and consequent on serious scandals which had then recently been brought to light, correct theories of accounting have not yet been applied to all branches of the service. This is due partly to its rapidly multiplying ramifications, keeping pace with the progress of invention and discovery in the industrial world, and partly to the fact that at no time has a sufficient clerical force been available to cope with the immense labor devolved. There are many crudities and imperfections still existing in this vital function, which are a constant source of uneasiness to those responsible for its accurate operation. Previous reports have enumerated some of these defects, and unremitting efforts have been made to correct them, with a fair measure of success. But enough remain to constitute a significant warning against taking on new ventures of enormous magnitude and even more perilous character.

Confined to its proper and most beneficent purpose of collecting, transporting, and delivering bona fide mail matter, this great institution, while a strictly business enterprise, has been a potent educational force, a leading factor in our national development. Along these lines, American postal history has been an uninterrupted succession of praiseworthy improvements and innovations. One advance has followed another in the direction of increased celerity and accuracy in transmitting letters and newspapers. Railway mail service, free delivery, registry, special delivery, letter boxes, postage stamps, pneumatic tubes, etc., are all manifest betterments in legitimate channels. But the desire for extension does not pause when the fixed goal is reached. It seeks to overleap the bars which prudence has set and embark in extraneous, dangerous experiments which bear no ascertainable relation to the scheme.

Recent annual reports of this Bureau have discussed in detail some of the defects in present methods and some of the dangers of proposed excursions into fresh fields of paternalism. The fact that we have now entered on an official year during which the financial transactions of the postal service promise to exceed one thousand million dollars on the present basis emphasizes the demand for wise caution in the consideration of new features.

UNPROFITABLENESS OF THE MONEY-ORDER SYSTEM.

In our annual report for 1899 an explanation was given that the statement of Table 15, printed in the statistical department of the Auditor's report for many years, showing on its face a large "net revenue" from the sale of money orders, was misleading. Quotations were made from the official reports of the Post-Office Department which, admitting that numerous items of expense which would be a legitimate charge against the revenues from the sale of money orders do not appear, being paid from appropriations from the postal service and the departmental service, nevertheless claimed that "the system is wholly self-sustaining, and, in addition, pays a liberal proportionate share of the expenses of the general service." In view of our own misleading table reproduced in reports for many successive years, it seemed incumbent on this Bureau to throw all possible light on this subject. Efforts were accordingly made to secure an approximate statement as to the profit or loss of the business of selling exchange carried on by the Government through the Post-Office Department. The result of those efforts was tabulated in the report referred to, and after a correct statement of many items of expense properly chargeable, a conservative estimate was made as to the matter of salaries of money-order clerks in city post-offices, which was one of the unascertained items. Including this avowedly minimum estimate, the aggregate expenses of the money-order business were shown to exceed the total revenues by \$105,000 per annum.

The correctness of this statement was challenged by persons interested in exploiting the supposed profits of the money-order system. Since the item of clerks' salaries was the only one in which our table was not sustained by indisputable official figures, the challenge could only apply to that portion. The estimate of such salaries was \$824,880. That this estimate was too low rather than excessive was believed and stated at the time, and has since been confirmed by the independent calculations of another division of the Post-Office Department. In an official letter from the general superintendent of salaries and allowances to the chairman of the Committee on the Post-Office and Post-Roads of the House of Representatives figures are given of the aggregate salaries of employees exclusively engaged in money-order business in city post-offices, aggregating \$803,400. The letter goes on to say: "In addition to these clerks exclusively employed on money-order work there are 938 assistant postmasters in second-class post-offices, with salaries aggregating \$977,700, and 1,132 clerks in charge of substations, with salaries amounting to \$270,000, a total of 2,070 employees, with aggregate salaries of \$1,247,700, one-third of whose entire time, perhaps, was devoted to the money-order service. In addition to the above there were more than 1,000 clerks, with salaries aggregating at least \$6,000, performing dual service in post-offices, practically dividing

their time between the money-order and registry divisions." Accepting these carefully prepared figures from a perfectly authentic source, which can not be controverted by another division in the same Bureau, our item for salaries of money-order clerks should have been \$1,519,300 instead of \$824,880. Allowing for a reasonable increase during three years, it is evident that the ascertainable loss on money-order business should have been fixed at over \$500,000 in 1899, instead of \$105,000, as stated. It is greater rather than less at this time, and many other known but uncalculated expenses should still be added.

ILLEGAL PAYMENTS OF MONEY ORDERS.

April 3, 1901, this office reported to the Comptroller of the Treasury for approval, disapproval, or modification, under the law, a decision that the practice then prevailing under authority of the Post-Office Department permitting money orders to be paid at offices other than those on which they had been drawn was contrary to the provisions of law establishing the money-order system, and that vouchers issued, in lieu of orders thus illegitimately paid, by the Superintendent of the Money-Order Division, could not be accepted as authoritative warrants for the disbursement of public money or credit allowed to postmasters transmitting such vouchers. It is no part of the function of the Auditor's bureau to pass upon the public policy of measures inaugurated by the postal authorities, but the manifest dangers and openings to fraud which this plan involved had already attracted attention and protest from numerous postmasters whose financial risks were greatly increased thereby. It is our province, however, and our duty to interfere with illegal practices without regard to whether their effects are injurious or beneficial. The reasons for pronouncing these payments illegal were stated at length in my decision and are incorporated in the printed reports of the Decisions of the Comptroller of the Treasury, volume 7, page 678, et seq. The Comptroller fully sustained the decision of this office and thereby placed an effectual barrier to further payments of this kind. His decision laid down two principles stated in the syllabus, as follows:

The provisions in the act of March 1, 1899, which authorize the Superintendent of the Money-Order System to draw money orders for the purpose of correcting errors made by postmasters in issuing or paying such orders does not authorize him to draw such orders for the purpose of facilitating the payment of other money orders by a postmaster other than the postmaster upon whom they were drawn.

The various provisions of law relating to the issue and payment of domestic postal money orders must be considered as providing that such orders shall be paid only by the postmasters upon whom they are respectively drawn.

The First Assistant Postmaster-General promptly withdrew the permission previously given for making such payments, and the conditions were restored which prevailed before this dangerous policy was inaugurated. An official report from the money-order branch, however, expresses deep regret at "the inconvenience resulting to the public and the great injury caused the service;" furthermore stating that the Department will "in due course seek such legislation as will modify existing law and permit the resumption of the practice." It is difficult to see how this plan can be legalized without completely overthrowing fundamental principles of the money-order system, opening the door to enormous frauds, and involving postmasters in financial losses against which they have no possible protection.

RURAL LETTER CARRIERS.

Commencing with the month of January, 1902, a change was made in the method of paying rural letter carriers, and instead of payments being made by Post-Office Department warrants their salaries since that date have been paid by postmasters; a pay office being designated in each State and Territory. The General Superintendent of the Free Delivery System and his staff consulted freely with this office and a method of payment was adopted, vouchers, reports, etc., devised, and instructions issued, which caused this radical change to be successfully made without confusion. The system is working satisfactorily, and the rural letter carriers are now receiving their salaries within two to six days after the close of each month. A card-index system is used for recording the appointment of carriers and subsequent changes. The system is ideal for a service of this kind, which is so rapidly expanding, and in which there are so many changes. It enables the office to have before it at all times in exact alphabetical arrangement the name, salary, place employed, and pay office of every rural letter carrier in the United States entitled to pay. Cards of carriers separated from the service are removed from the current trays and filed.

By this change of method in paying rural carriers the accounting was transferred from the pay division to the bookkeeping division of this office, and the labor greatly reduced. But for this innovation the detail of issuing separate warrants and drafts for each of the rural carriers, as well as special agents, inspectors, etc., would soon have grown to enormous proportions, requiring largely increased clerical force in our pay division. The present system is much simpler and more satisfactory, although obnoxious to the objection that accounts are paid first and audited afterwards. This custom prevails, however, in other branches of the postal service where numerous employees are involved, including the city free-delivery system, post-office clerks, railway mail clerks, etc. It is merely an extension of an existing practice subject to no other objection than that above stated. This objection is measurably overcome by careful and prompt settlements of postmasters' accounts, which it will be even more solicitously than heretofore the object of this Bureau to accomplish.

AUDITING POSTAL ACCOUNTS.

This work is fully up to date and is progressing smoothly. In the course of business constant communication is necessary between every bureau and almost every division of the Post-Office Department and this office. No complications or contentions have arisen; suggestions emanating from every side are cheerfully considered and reasonable requests complied with. Too much can not be said in praise of the cordial relations now existing, all of which tends to facilitate settlement of accounts.

The card-index system has been applied in the bookkeeping division to the roster of assistant postmasters and the clerks in first and second class offices, to be used in auditing pay rolls, commencing July 1, 1902. The arduous labor of writing up 30,000 cards, verifying and checking them, arranging them by offices and States, and inserting the necessary guides, has been accomplished.

DELINQUENT POSTAL ACCOUNTS.

In my last annual report I referred to the small number of delinquent quarterly postal accounts. The number of these delinquents for the fiscal year 1902 is astonishingly small, as shown by the following table:

Quarter ended—	Fiscal year.			
	1899.	1900.	1901.	1902.
September 30	58	37	38	10
December 31	54	22	25	4
March 31	47	22	14	5
June 30	61	26	14	12
Total	220	107	91	31

This result has been obtained by the continued close check kept upon the rendering of accounts and prompt notices to tardy postmasters. If they fail to respond, their sureties are written to, and the correspondence is kept up until the accounts are finally secured. Postmasters who are habitually slow in rendering their accounts, and who refuse or neglect to comply with the Postal Laws and Regulations and the instructions of the Auditor, are reported to the honorable Fourth Assistant Postmaster-General, with such recommendations as the case demands. The hearty cooperation in that office has resulted in changes for the good of the service.

A SYSTEM OF REVIEW IN ALL THE DIVISIONS.

In the earlier history of this Bureau the practice prevailed of reviewing substantially all the work, in order that the highest degree of accuracy might be attained in the settlement of postal accounts. As time advanced, while the postal service ramified into a multitude of new directions and vastly increased in the volume of its fiscal operations, this review was more and more restricted. Within recent years it was largely abandoned, and when the present Auditor entered upon the discharge of his duties in 1897 a review existed only in the bookkeeping and pay divisions. Here the magnitude of the interests involved, the enormous collection of revenue from the sale of postage stamps, etc., and the large payments for clerk hire, rent, light and fuel, free-delivery service, railway mail service, payments to railway and other contractors for carrying the mails, with the liability to error involving large amounts, or the payments to contractors who were in default, had seemed to require a reaudit of substantially all the settlements made in the pay division and all the settlements of postmasters' accounts in the bookkeeping division in which differences were found. In the other divisions a review was unknown. The necessity for it was immediately impressed upon the mind of the Auditor, but the clerical force was so limited as to utterly preclude its early introduction. The business of the Bureau was rapidly expanding, while the number of helpers increased very slowly, and the efficiency of many elderly employees was steadily deteriorating.

The matter has been taken up at intervals, however, during the five years which have elapsed, and on one division after another schemes of review have been installed where most urgently needed. The process is finally completed, and each division has been supplied with a

system adapted to its needs. It is now appropriate to specify for present record and future reference brief details of the different plans which have been adopted and put in operation.

The object of the review is to verify accuracy or discover errors in all branches of our important work, to the end that efficient clerks may be recognized and rewarded, while inefficient ones are revealed and, where incorrigible, assigned to less important work. To review all the settlements made would, of course, require almost a duplication of the present force, which is impracticable and unnecessary. In most cases only a small proportion of settlements need be gone over to disclose fairly the character of the work done, as well as the shortcomings of any engaged in it. The proper element of pride which each clerk feels in his own division and section inspires the worthy ones to emulation in the qualities of accuracy combined with speed which go to make up the highest standard of efficiency. The conviction that good work will be recognized and appreciated is an additional stimulus to those who are already alert, while the certainty of being discovered in their derelictions is a constant incentive to better service by those who are competent, but have grown careless or slovenly.

The beneficial effects of the work of the review boards have been promptly disclosed as fast as they were established. None of the numerous improvements inaugurated by the present administration of the office has had so satisfactory a general effect. It is the unanimous opinion of the chiefs of division and the officials of the Bureau that if continued along present lines the efficiency of employees and the quality of work done will reach constantly higher standards. The rules and regulations will become so thoroughly memorized and digested that errors will be reduced to the minimum, and an unprecedented degree of excellence in all branches of the accounting system will be attained.

In order that some measure of uniformity may prevail throughout the several divisions, that the relative value of different classes of errors may be, so far as possible, established, and that some comparison may be instituted as to the merits of clerks of corresponding grades throughout the office, an effort has been made to systematize these several review schemes and make them as harmonious as conditions will permit. This is a very difficult task, as the character of the settlements in different branches varies so greatly as to make a proper comparison almost impossible. Still, there are certain elements that can be harmonized and brought into intelligible relation with each other, and it is believed that with time and experience a satisfactory degree of uniformity can be brought about. In order to accomplish this a clerk long versed in reviews and schedules has been specially charged with the duty of examining, verifying, codifying, and preserving the reports from the several divisions. It is the duty of this employee to prepare a synopsis of these reports which shall show at a glance any special excellencies or serious deficiencies disclosed thereby and call the attention of the head of the office to all important facts presented. It is believed that a patient persistence in this course will reap for the Bureau all possible benefits and advantages of the review system.

REVIEWS IN PAY DIVISION.

This division adjusts and prepares for payment all accounts for the domestic transportation of mail, mail depredations, post-office inspectors, etc., rural free-delivery service (pay of rural carriers excepted),

advertising, and other miscellaneous expenditures. Reports of these payments are made by the pay clerks on approved contracts, authority, and orders, and are all carefully examined by the review branch of the division before transmission to the Post-Office Department.

The work of reviewing the reports for payment prior to their approval by the Auditor is intrusted to seven clerks, known as "review clerks," who for that purpose receive duplicates of all orders, original contracts, distance circulars, etc. These are entered in a condensed form by the review clerks in ledgers provided for the purpose, and independent calculations determine the amounts payable.

Errors found are noted on a "return slip" attached to the report and returned to the pay clerk for correction, who, after making the necessary correction and signing the "slip," returns the report to the review desk in the regular order. At the end of each month the total errors of each clerk are ascertained and reported to the Auditor.

REVIEWS IN BOOKKEEPING DIVISION.

The work of this division is diversified and complex, including the settlement of postal accounts of postmasters, general ledger accounts of the postal service, and individual ledger accounts with each postmaster and mail contractor. As the settlement of all postal accounts, both Presidential and fourth class, is reviewed by the collecting division, the review board of the bookkeeping division covers only a small per cent of each kind of work done. All mistakes found by the collecting division are reported to the bookkeeping division; a record of these errors is kept, and at the end of each quarter a tabulated report thereof is made to the Auditor, accompanied by slips which show in detail the character of the errors.

The reports from the review board are made monthly and describe in detail the errors found. Different sets of examinations are made, as follows:

- Free-delivery pay rolls and account.
- Clerk-hire pay rolls and account.
- Railway postal clerks' pay rolls and account.
- Rural letter carriers' pay rolls.
- Posting in ledgers of Presidential accounts.
- Presidential postal accounts in toto.
- Fourth-class accounts—transcripts of cancellations, box rents, and compensation.
- Fourth-class accounts in toto.

This review is minute and critical for the purpose of ascertaining the accuracy, form, neatness, and general appearance of the work done, as well as to see whether the promulgated rules for settlements are duly observed.

REVIEWS IN COLLECTING DIVISION.

The clerks of this division review the work of the bookkeeping division on all postal accounts, make collection of balances due from postmasters and late postmasters, and pay balances due them. In the performance of this work statements are sent each quarter to all postmasters at Presidential post-offices whose accounts show balances, and to all postmasters at fourth-class offices whose accounts show balances due the United States, explaining the cause of the balance.

These statements are all reviewed by the chief or assistant chief of the division for the purpose of ascertaining if there are any errors therein, and also to see that proper instructions are given to the

postmasters as to corrections to be made by them in their accounts, or as to the manner in which the balances are to be accounted for. Statements in which mistakes are made affecting the balance shown to be due thereon are returned to the clerk for correction, and an error is charged to the clerk. Also, an error found to have been made in an account as passed by the bookkeeper, which should have been discovered by the clerk in the collecting division in reviewing the amount, is charged to the clerk who is responsible for failing to discover the error. These errors are sometimes ascertained through letters from the postmaster, and sometimes by the bookkeeper in passing the succeeding account.

Errors made in paying balances to postmasters and late postmasters or in drawing drafts for the collection of balances due the United States, which are discovered through correspondence or otherwise, are charged to the clerks responsible therefor. Errors of this class are, however, very rare.

REVIEWS IN FOREIGN DIVISION.

The foreign division adjusts and settles money-order accounts with foreign countries, settles with steamship companies for ocean transportation of mail, and examines statements of weight of mail dispatched to foreign countries, conducting all correspondence relating to the above duties. To the review board of this division assignments have been made as follows:

To review by comparison with the entries in the lists 10 per cent (about 25,000 in number), each quarter, of the coupons of foreign orders issued in the United States.

To review by comparison with the entries in the lists 10 per cent (about 12,500 in number), each quarter, of orders issued in foreign countries and paid in the United States.

To review 5 per cent, each quarter, of the additions of United States lists of orders certified for payment in foreign countries.

To review 5 per cent, each quarter, of the additions of foreign lists in which orders are certified for payment in the United States.

All errors of whatever character, discovered by the review board, are reported to the chief of division monthly and forwarded by him to the Auditor. It may be remarked that all money-order statements prepared in the foreign division for transmission abroad are now reviewed before being sent out.

REVIEWS IN RECORDING DIVISION.

This division audits and adjusts the money-order accounts of postmasters, and prepares the annual statements of money-order transactions, both domestic and international, with the revenue derived therefrom. The great quantity and high quality of work performed and the many opportunities for error impose on each register a very heavy responsibility. The reviews in this division are consequently complicated and important. Schedules of possible errors have been made out, the relative importance of which and their classification is determined by the following definitions:

An error in calculation is any mistake in ordinary arithmetical processes or in transferring an amount from one book or statement to another.

An error in method is such a mistake in procedure as may result in an erroneous adjustment of a postmaster's money-order account.

An error in form is such a mistake in procedure as may not, under any circumstances, result in an erroneous adjustment.

An error of system is any lack of those uniform methods of procedure and execution of work which best tend to secure uniformity, neatness, thoroughness, and accuracy.

The review board examines a fixed percentage of the work of each register, with a view to determining the number of each class of errors committed, and submits a quarterly report accompanied by the error slips.

It is believed that the necessity for a review was greater and that the valuable results achieved will be more apparent in this division than in any other. The magnitude of interests involved and the absence heretofore of any corrective check on these important settlements has been a source of uneasiness to all who are responsible for accurate results.

REVIEWS IN INSPECTING DIVISION.

The work of this division consists of examining postmasters' weekly, semimonthly, and monthly statements of money-order business with accompanying vouchers; comparing each money order with the credit for its payment, detecting and correcting errors, verifying fees charged, and making complete additions of the debit and credit sides of the statements. The review board is operating in accordance with the following plan:

All money-order statements are received each morning from the several rooms and casually inspected on the summary, the date of passing or suspending being stamped on the statement and in a book prepared for the purpose. The work of each clerk for at least one day in each quarter is carefully and thoroughly reviewed. This review includes comparing and checking all vouchers, verifying additions, fees charged, etc., precisely as if examining the statements in the first instance. Errors found are noted on error slips which are attached to the statements and returned to the clerks for their examination and instruction. The slips are then passed to the assistant chief, who records them, and from their number, and the number of transactions in the day's work reviewed, records the percentage of accuracy for each clerk.

Errors detected by the review board in the complete review are included in a monthly report to the Auditor. All other errors are verified and filed in the division. All errors are classed as money or miscellaneous. The relative weight is three miscellaneous errors for one money error. Errors are classified as follows:

Money errors: Errors in addition, errors in fees, errors in entering amount of money order on statement, failure to check money orders or coupons.

Miscellaneous errors: Money orders incorrectly marked or not marked (no change of money), omissions (except to check money orders and coupons), incorrect figures of addition, failure to punch void money orders, failure to return vouchers for signature, errors in number of money orders issued or paid, allowing postmaster credit for an order not drawn on his office.

REVIEWS IN ASSORTING AND CHECKING DIVISION.

The employees of this division assort, by States, offices of issue, and numerically, all money-order vouchers paid by postmasters throughout the United States, aggregating about 40,000,000 in number annually. After being thus assorted they are in shape to be "checked" up and compared with entries on the debit side of money-order statements, so that errors and discrepancies may be discovered and noted for the attention of the recording division.

Review of at least 10 per cent of the work done by clerks engaged in the important duty of checking these vouchers is made weekly. Reports of this review are sent to the Auditor by the chief of division, showing amount of work performed by each checker, the number of money orders reviewed, the number of errors found by review, and a comparison of such errors with the total number of errors discovered by the clerk in checking postmasters' statements. A list is also forwarded to the Auditor accompanied by error slips showing checkers' errors discovered by other divisions. From the above statements a tabulated quarterly report is made, showing the relative standing of the checkers. The review consists of a comparison of the issued side of the postmaster's statement with the original voucher both as to amount and validity. This form of review of this work and of reports thereon has been in operation for three years, and its conspicuously beneficial effect inspired much of the motive to introduce the practice in other divisions. In no other is it possible to reduce results to such mathematical exactness, but in all some approximation thereto will be sought.

The work of assorting money-order vouchers by States, towns, and numbers, which is also performed in this division, furnishes its own effective review in successive stages. It is not a clerical employment, but records are kept in which the quantity of work performed, modified by its accuracy, is the factor which determines relative efficiency.

ADDITIONAL FORCE OF EMPLOYEES PROVIDED.

Under the provisions of the legislative, executive, and judicial appropriation bill for the fiscal year commencing July 1, 1902, a total increase of 51 employees was granted to this office, substantially filling the estimates submitted by the honorable Secretary of the Treasury at the beginning of the session of Congress. In a note accompanying that estimate the Department explained its terms as follows:

This estimate provides for the abolition of three grades of money-order sorters heretofore recognized; changing the \$900 grade to clerks; promoting one-half of the \$840 grade to \$900, and reducing the other half to \$720; adding 1 skilled laborer at \$720 and 50 skilled laborers at \$660. This is a total numerical increase of 51 persons, all in the skilled-laborer grade, and will place the purely mechanical work of assorting money orders where it has always belonged—in the hands of skilled laborers. All this numerical increase, secured at a minimum outlay, is imperatively demanded by the phenomenal growth in all branches of the postal service, past and prospective.

The 51 additional employees thus secured July 1, 1902, enabled us to distribute almost a corresponding number of competent clerks who had been engaged in money-order assorting among the different divisions, giving a part of them well-earned promotions and employing all of them to much better advantage in the public service. This was a measure of long-needed relief, will enable the Bureau to take care of the steadily increasing volume of work during the current year with

reasonable promptness, and relieves the strain which in several directions had become absolutely painful. The abolition of the \$840 grade leaves the minimum clerical salary \$900. The establishment of the skilled-laborer grade and assignment of employees of that grade to the purely mechanical duty of assorting money orders by States, towns, and numbers is a logical arrangement and proves eminently satisfactory in actual practice. The skilled laborers appointed July 1, 1902, mostly by transfer from the Bureau of Engraving and Printing, quickly became expert in the money-order assorting process and bid fair to soon surpass in efficiency any equal number of employees ever engaged therein.

ADDITIONAL CLERICAL FORCE REQUIRED.

I shall ask the Department to include in its estimates for the ensuing fiscal year 10 additional clerks of class 4, at \$1,800 per annum. The numerical increase thus provided will be fully required by the growth of business in this office. The positions will naturally be filled by promotions, running down the line at least to the \$900 class, thereby giving needed relief to worthy employees in the several grades. We have now only 28 clerks of class 4, in a total of 594 employees—a smaller proportion, perhaps, than any other bureau in the public service. There are 60 clerks of class 3, hence, in the natural order of things, less than half of them can hope for promotion. Yet many of them have served many years, have attained the very highest state of clerical efficiency, are still in the prime of vigor and usefulness, and are engaged in work second in importance to none performed in any bureau or department in Washington. It is a measure of simple justice to give a promotion already more than earned to 10 of these persons at the beginning of the next fiscal year, at the same time opening to the remainder in that class a justly augmented prospect of similar recognition later on.

It will also be proposed that a part or all of our skilled laborers' force at \$660 per annum be raised to the \$720 grade. The work they are doing is well worth this compensation, and many of them left \$700 positions to come here and engage in its performance.

A COMPARATIVE STATEMENT OF POSTAL REVENUES.

Following the plan inaugurated last year, I submit below a table embracing the ten leading cities of the United States, which will be found of interest for purposes of comparison. It shows the postal revenues for two fiscal years, ended June 30, 1901, and June 30, 1902, respectively, together with the population of each city according to the census of 1900:

Offices.	Gross receipts.		Popula- tion, 1900.
	1902.	1901.	
New York, N. Y.....	\$11,670,877.10	\$10,384,623.21	3,487,202
Chicago, Ill.....	8,576,457.75	7,706,356.90	1,698,575
Philadelphia, Pa.....	4,151,809.22	3,698,501.10	1,298,697
Boston, Mass.....	3,608,342.15	3,317,274.39	560,892
St. Louis, Mo.....	2,408,770.67	2,145,068.70	575,238
Cincinnati, Ohio.....	1,480,894.06	1,370,035.36	325,902
Baltimore, Md.....	1,329,954.88	1,239,151.59	508,957
San Francisco, Cal.....	1,201,840.01	1,075,657.87	342,782
Pittsburg, Pa.....	1,214,018.28	1,030,533.41	321,616
Cleveland, Ohio.....	1,127,190.97	992,612.56	381,768

THE DISBURSING CLERK'S REPORT.

The financial account of the disbursing clerk of this Bureau during the fiscal year is presented in the statement below, having been audited and found correct by the Auditor for the Treasury Department. As the disbursing clerk is the only bonded officer attached to this Bureau, he is charged not only with the duty of paying salaries to its employees, but is also required to receive and account for all registered packages and all remittances of money which reach the Bureau in whatever manner or from whatever source. Postal regulations prohibit postmasters' remittances from being sent here, as each has a specified place for depositing any surplus cash, whether postal or money-order funds. Nevertheless, through carelessness or ignorance many such remittances, aggregating thousands of dollars in amount and involving endless unnecessary vexations and annoyances, come into the disbursing clerk's hands. He is responsible for safe custody of these funds and their proper deposit, thus adding materially to his labors. The statement is as follows:

Appropriation, "Salaries, office Auditor for the Post-Office Department"	\$626,360.00	
Amount of appropriation not covered by warrants of the Secretary	160.00	
Amount of appropriation drawn on warrants of the Secretary		\$626,200.00
Disbursed as follows:		
1901, third quarter	155,784.69	
1901, fourth quarter	156,118.50	
1902, first quarter	156,340.59	
1902, second quarter	156,304.98	
Deposited with Treasurer United States	1,651.26	
		626,200.00
Amount of appropriation unexpended		1,811.26
Deductions of salary on account of excessive leave	800.52	
Difference resulting from lapses, leave without pay, etc ...	1,010.74	
		1,811.26
Number of registered packages received, 3,890; value		19,620.70
Postal funds deposited with Treasurer United States	11,421.57	
Money-order funds deposited with postmaster, Washington, D. C.	2,066.15	
Number of registered packages returned to postmasters and others, 580 (consisting of drafts, checks, etc., transmitted by mistake and not collectible by this office); value	6,132.98	
		19,620.70

INVALID MONEY ORDERS.

A report from the First Assistant Postmaster-General to this Bureau states that postmasters at the offices of payment have transmitted during the fiscal year ended June 30, 1902, invalid advices of domestic money orders drawn upon their respective offices the aggregate amount of which is \$124,681.27. This is an increase of nearly 50 per cent on the corresponding item for the previous year, during which year the same item was doubled as compared with that preceding. Under the act of January, 1894 (Stat. L., p. 32, sec. 4), these advices should have been sent by postmasters to the Auditor. That law requires the Auditor to certify to the Postmaster-General amount of invalid orders outstanding as shown by such advices, and also

requires the sum thus certified to be turned into the Treasury by the Postmaster-General to be used as current revenues by the Department. Both these plain provisions of law are ignored by the Post-Office Department, as has been stated in previous annual reports of this Bureau, although we have repeatedly urged that they be complied with. This failure to carry out the law prevents a proper certificate by this office to the validity of claims for payment of money orders more than seven years old, since under other legal provisions all statements and guard books pertaining thereto are destroyed. Such money orders are constantly presented for redemption by warrant, but an accounting officer can not legally certify to financial statements which he can not verify, and this office has no information on which such certificates can be based. We disclaim responsibility for the hardships thus entailed on innocent holders of money orders over seven years old.

During the fiscal year 636 cases of double payments, amounting to \$3,755.30, were referred to postmasters for correction, a notable increase in this class of errors as compared with the preceding year.

INTERNATIONAL ACCOUNTS.

International accounts arising through the exchange of correspondence with the several countries comprising the Universal Postal Union during the fiscal year ending June 30, 1902, have been satisfactorily adjusted with the exception of the countries from which are due the balances given below:

Due to the United States from—	Francs.
Colombia.....	80,338.72
Guatemala.....	79,998.80
Haiti.....	34,128.01
Venezuela.....	89,053.90

Total amount outstanding..... 283,518.90

Accounts showing the amounts due to the United States from these countries have been prepared and transmitted in the usual forms prescribed by the Universal Postal Union, and they have in some instances been accepted, but the balances which represent the expenses incurred by the Department in reforwarding their mails remain unliquidated.

The volume of correspondence dispatched from the United States to all foreign countries during the last two fiscal years is as follows:

For the year—	Letters, etc.	Prints, etc.
	Grams.	Grams.
1902.....	548,125.704	4,063,426.453
1901.....	492,720.559	3,679,131.873
Increase over the year 1901.....	55,405.145	404,294.580

The amount expended by the Department for the ocean transportation during the same period was:

For the year—	
1902.....	\$2,202,999.80
1901.....	1,975,684.30
Excess paid during the year 1902.....	227,115.50

The foregoing figures indicate an increase in the volume of mails dispatched to foreign countries during the last fiscal year of 11 per cent, while the amount paid for the ocean conveyance of these mails exceeded that for the previous fiscal year by a fraction over 10½ per cent, thus showing that the cost of this service for the year 1902 was relatively less than for 1901.

The increase in the international money-order business during the fiscal year 1902 over that of the previous year is shown by the following figures:

Year.	Number of orders issued.	Value.
1902	2, 194, 978	\$37, 246, 506. 28
1901	1, 746, 419	28, 092, 490. 89
Increase		9, 154, 007. 79

From the above figures it appears that the increase in the volume of business during the fiscal year 1902 was over \$9,000,000; and in the number of orders issued of 438,568, an increase in the number of international orders required to be handled of over 25 per cent.

INTERNATIONAL MONEY-ORDER EXCHANGE.

The international exchange of money orders with Canada, Cuba, and the Philippine Islands on the basis of the value of orders paid by each country for the other has now been in operation for over a year, having been commenced on July 1, 1901. So far the most satisfactory results have followed the adoption of this method of exchange, principally because of its almost perfect adjustability to the varying conditions of the service and the facility with which its operations can be controlled, as demonstrated by the experience of the past year. In fact, this system of international exchange of money orders is conducted on practically the same basis as our domestic service and attended with similar details in its operations.

Recently arrangements were completed for the exchange of money orders on a similar basis with the colony of Newfoundland, with the exception that instead of sending the advices to the paying offices direct the offices of issue in this country dispatch them to Sydney, Nova Scotia, Canada, which office acts as a distributing agent, receiving the advices from this country and forwarding them to the various offices upon which they are drawn in Newfoundland. In designating Sydney, Nova Scotia, as the distributing point for advices drawn in this country on Newfoundland, the colony was thereby enabled to use its somewhat limited transportation facilities to the very best advantage in expediting the service and decreasing to the utmost limit the time required to effect payment of the orders, thus eliminating to a great extent the delays in the payment of orders in Newfoundland under the old system, an advantage which the patrons of the money-order exchange between the United States and Newfoundland will doubtless fully appreciate.

RESPONSIBILITY OF POSTMASTERS FOR DELINQUENT SUBORDINATES.

I venture to repeat last year's suggestions in regard to the matter of liability of Presidential postmasters for the defaults of subordinates, and the possibility of serious loss to the Government if the arguments

advanced in defense against suits on bonds are judicially determined to be sound.

There is a line of United States Supreme Court decisions to the effect that—

In a suit on an official bond the obligation is not that of a mere depository, but of a person who has made a contract, which he must at his own peril perform.

The statement is made that—

Congress seems not to have been inattentive to the injustice which the rule might work in some cases, and has provided * * * for the relief of postmasters. * * * These statutes recognize the rule laid down by the court and provide such exceptions as can be brought within their terms.

Under the authority of these decisions it was held that a postmaster was the official custodian of moneys received, and that it was his duty to account for the same even though embezzled by one of the clerks of his office.

In the act of June 13, 1898, it is directed—

That assistant postmasters and cashiers at first, second, and third class post-offices, and when deemed necessary by the Postmaster-General for the better protection of the interests of the Government any other employees in such offices, shall, before entering upon the duties of their office, give bond to the United States with good and approved security, and in such penalty as the Postmaster-General shall prescribe, conditioned for the faithful discharge of all duties and trusts imposed upon them either by law or the rules and regulations of the Post-Office Department.

It is contended by postmasters who have lost official funds through the unlawful acts of their subordinates, bonded in accordance with the above statute, that they, the postmasters, are not responsible for such losses and that it is the duty of the Government to look to the employees and their sureties for reimbursement, as the measure of their liability has been decreased.

In cases which have arisen this office has taken the position, in the absence of any judicial decision, that the postmasters' liability for the acts of employees has not been released and that those officers and the sureties on their bonds must make good all losses of whatever description, except where relief is granted by the Department under the acts of Congress.

Reference is made to this matter so that, if it be deemed advisable, the law can be so framed as to explicitly require assistant postmasters, cashiers, and other employees, to give bonds to postmasters direct, and to hold the postmasters responsible, under their bonds, for any defaults occurring in their respective offices.

POSTMASTERS' BONDS AND BONDSMEN.

This bureau being charged with the duty both of ascertaining the amounts due from postmasters on final settlement and of enforcing collection on such balances from delinquents or their bondsmen, is brought into most intimate relation with the defective features of the present system. The utmost care is undoubtedly exercised by vigilant officials of the Post-Office Department, both in fixing amounts of bonds at a figure supposed to be adequate to cover all possible losses, and in scrutinizing the financial responsibility of bondsmen. In spite of this solicitude and scrutiny numerous cases are developed wherein the amount fixed has proved inadequate, and where the bondsmen if originally solvent have by lapse of time become utterly insolvent before their responsibility has ceased. Two typical cases illustrating these

features, which have just come to notice, will serve as samples of many similar ones.

A bond of \$500 was given by the postmaster at a small office in South Carolina, March 15, 1895. A new bond for \$500 was given by this postmaster, who had in the meantime been reappointed, May 10, 1900. On account under the first bond there is a balance due the United States of \$1,392.46, and on account under the second bond a balance of \$980.96, to June 30, 1902, each balance being due to excessive cancellations. Both bonds thus proved to be insufficient in amount to cover the postmaster's responsibility when augmented by unanticipated irregularities. But, in addition to that, all the signers of both bonds are reported, by the inspector detailed to investigate the case, to be wholly insolvent. The postmaster himself, it is stated, owns absolutely nothing. The first surety on the original bond is dead, and his property, which amounts to very little, has long since been divided among his heirs. The second surety owns no property and nothing can be recovered from him; he is also surety on the second bond. The last remaining surety is also without property, and the inspector reports that "none of these men could, if they were willing, pay the amount of this indebtedness or any reasonable proportion of it." He closes by recommending "that the amount be classed as a bad debt."

Another case is that of a late postmaster in Kentucky. The balance due United States on postal account as finally audited was \$4,359.69. There were four sureties on his bond who qualified to the amount of \$77,000; the leading bondsmen claiming a responsibility for \$50,000. The present postmaster, to whom draft for the balance had been sent for collection, reports as to the financial condition of the late postmaster and of his sureties that they are "bad," "bankrupt," or "not good." He says all were solvent until the failure of a local bank, the litigation resulting from which has ruined them. They all refuse to pay, saying they are unable. One refused in addition because, he says, the claim is unjust.

One and perhaps the only possible remedy is such an increase in the force of post-office inspectors as will enable the Department to investigate the responsibility of postmasters' bondsmen much more frequently. As the case now stands, it is seldom possible to get more than one full report on this subject during any postmaster's four years official term. Opportunity is thus given for great changes in the financial status of sureties, and if more postmasters defaulted the losses for this reason would be much greater. It is clearly in the interest of the public service that the force of inspectors be increased sufficiently to investigate the solvency of postmaster's sureties at least once a year.

COMPTROLLER'S RULINGS.

There were 6 cases in which settlement had been made by this office appealed to the Comptroller of the Treasury and decided by him during the fiscal year ended June 30, 1902. The action of this office was approved as to 5 of them, and in 1 the decision was disapproved.

In the construction of statutes there was 1 case reported to the Comptroller for his approval, disapproval, or modification, and the same was approved.

It is still a notable fact that while the transactions of this Bureau

are enormously in excess of those of any other accounting office, the appeals from the Auditor's decisions are fewest and the proportion of reversals smallest.

PAYEE OF POST-OFFICE WARRANTS.

It has been the custom for a number of years in this office to state accounts for transportation of the mails in the name of an agent of the company instead of in the name of the company. The warrants were then drawn upon the Treasury by the Post-Office Department in like manner, requiring thereby the personal indorsement of the agent named in the warrant.

I was unable to find any authority of law for this practice. I therefore directed that after July 1, 1901, all accounts be stated in the name of the firm, company, or corporation performing the service.

Under the old rule a great deal of trouble arose when for any reason the personal indorsement of the agent could not be obtained by reason of his death or the severance of his relations with his company, which would inevitably necessitate the cancellation of the original warrant and the issue of a duplicate.

Under the present practice one or more persons are usually authorized by the company to receive and receipt for all moneys due, thereby obviating the difficulty formerly experienced.

This change made necessary the filing in this office of a large number of certificates of authority to indorse post-office warrants in compliance with paragraph 7, Treasury Department circular No. 23578, March 10, 1902.

The new method has now been in operation for a year and has been found to work very satisfactorily.

ACCOUNTS WITH THE TREASURY DEPARTMENT, ADJUSTED AND CERTIFIED TO SEPTEMBER 30, 1902.

Accounts of Rufus B. Merchant, disbursing clerk, Post-Office Department.

RECEIPTS.

Sales of post-route maps \$2,769.70

DISBURSEMENTS.

Appropriations.	Fiscal years.		Total.
	1901.	1902.	
Salaries.....	\$423.43	\$923,282.98	\$923,706.41
Post-route maps.....	6,017.99	15,957.94	21,975.93
Official Postal Guide.....	592.42	20,717.68	21,310.10
Postage.....		550.00	550.00
Rent of buildings.....	333.38	3,941.65	4,274.98
Stationery.....	274.78	6,996.87	7,270.65
Fuel.....	641.47	17,139.81	17,781.28
Lights.....	18.58	801.72	820.30
Plumbing.....	311.24	426.69	737.93
Telegraphing.....	1,441.05	1,925.76	3,366.81
Painting.....	6.22	345.72	351.94
Carpets.....	671.78	889.82	1,061.60
Furniture.....	110.50	2,391.48	2,501.98
Horses and wagons.....	255.60	1,161.71	1,417.21
Hardware.....	6.45	435.62	442.07
Miscellaneous items.....	2,279.70	13,911.32	16,191.02
Repairs, etc., post-office, Washington, D. C.....	11,233.62		11,233.62
Total.....	24,617.96	1,009,875.77	1,034,493.73

Accounts certified for payment.

Deficiency in the postal revenues.....	\$2, 490, 635. 34
Relief of Mary Chambers.....	3, 654. 56
Payment to Twyman O. Abbott.....	5, 867. 75
Relief of Robert J. Spottswood and the heirs of William C. McClellan.....	12, 500. 00
Payment to Morgan's Louisiana and Texas Railroad and Steamship Company.....	25, 837. 02
Total	2, 538, 494. 67

Pacific railroad accounts.

Amount certified to the credit of aided Pacific railroads for transportation of the mails.....	593, 358. 89
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OUTSTANDING INDEBTEDNESS.

The amount of balances due on June 30, 1902, from late postmasters, and the actual damages due from failing contractors, failing bidders, and late contractors, on account of the fiscal year 1901 and prior years, was \$424,658.16, divided as follows:

Late postmasters:	
Postal accounts.....	\$44, 821. 74
Money-order accounts.....	82, 828. 83
Failing bidders and failing contractors.....	317, 007. 59
Total	424, 658. 16

Suit has been instituted for \$290,136.30 of the above indebtedness, leaving \$134,521.86 otherwise in the process of collection.

Within the past year 16,970 postmasters have been retired from office by death, resignation, or removal. The accounts of these postmasters, both postal and money order, have been audited.

The amount of balances outstanding on account of the fiscal year 1902 and now in the process of collection is \$125,221.95, viz:

Late postmasters:	
Postal accounts.....	\$7, 045. 32
Money-order accounts.....	16, 913. 97
Failing bidders and failing contractors.....	101, 262. 66
Total	125, 221. 95

Of the 1902 indebtedness suit has been instituted for \$5,032.54, leaving the sum of \$120,189.41 otherwise in the process of collection.

RECAPITULATION.

Amount due on account of fiscal year 1901 and prior years.....	\$424, 658. 16
Amount due on account of fiscal year 1902.....	125, 221. 95
Total	549, 880. 11
Amount for which suit has been instituted.....	295, 168. 84
Otherwise in process of collection.....	254, 711. 27

COLLECTIONS BY SUIT.

During the past fiscal year the following accounts have been submitted to the Department of Justice for the collection of the balances remaining due to the Government:

Accounts.	Number.	Amount.
Postal	6	\$905.44
Money order	11	9,887.13
Total	17	10,792.57

The collections during the fiscal year 1902, including costs and interest, amounted to \$7,716.27.

The following table is a list of the accounts of late postmasters, failing bidders, late contractors, and failing contractors, with the balances remaining due thereon, exclusive of costs and interest, upon which legal proceedings were pending June 30, 1902:

Late postmasters.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
ALABAMA.					
Postal	Mary J. Wilkins	Bay Minette	\$57.62	1894	Pending.
Do	do	do	36.79	1897	Do.
Do	H. J. Winn	Birmingham	401.79	1887	Judgment.
Do	C. W. Duston	Demopolis	441.49	1873	Do.
Do	Mary C. Marrs	East Lake	71.05	1891	Do.
Money order	do	do	253.08	1893	Do.
Postal	John J. Haney	Eldridge	12.38	1892	Do.
Do	Henry Atkinson	Gnatville	828.62	1885	Do.
Do	Jacob Greenwald	Hamburg	43.72	1880	Do.
Do	Daniel McRay	Harpersville	245.70	1879	Do.
Do	do	do	804.09	1885	Do.
Do	do	do	106.58	1887	Do.
Do	John L. Shank	Houston	80.11	1880	Do.
Do	Gilbert Gay	Roanoke	2.91	1893	Do.
Money order	do	do	181.06	1893	Do.
Total			3,602.29		
ALASKA.					
Postal	Charles H. Edwards	Douglas	76.48	1891	Pending.
Money order	do	do	643.35	1891	Do.
Total			719.83		
ARIZONA.					
Postal	William O. Kellner	Globe	\$74.23	1901	Pending.
Money order	do	do	2,679.80	1901	Do.
Total			3,054.03		
ARKANSAS.					
Postal	James B. Core	Plum Bayou	30.26	1892	Judgment.
CALIFORNIA.					
Money order	William M. Vickery	Copperopolis	592.75	1895	Judgment.
COLORADO.					
Postal	Ambrose Bray	Central City		1894	Pending.
Do	William H. Gowdy	Fremont	49.57	1891	Judgment.
Do	do	Moreland	24.07	1892	Do.
Do	do	Cripple Creek	250.05	1898	Do.
Do	do	Fremont	631.61	1892	Do.

Late postmasters—Continued.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
COLORADO—continued.					
Money order	Michael B. Downey	Globeville	\$1,015.40	1896	Pending.
Postal	John G. Sheek	Parrott	171.21	1886	Judgment.
Money order	John S. Wheeler	Platteville	108.06	1889	Do.
Total			2,244.97		
FLORIDA.					
Money order	Kirby A. Griner	Dunnellon	32.24	1896	Judgment.
Do	J. C. Emerson	Fernandina	645.94	1874	Pending.
Postal	W. B. Saunders	Lake de Funiak	27.72	1884	Judgment.
Do	William Perkins	Moultrie	35.97	1887	Pending.
Money order	L. M. Moore	Sanford	220.92	1878	Judgment.
Do	Charles R. Jenkins	Sneeds	10,781.10	1896	Pending.
Postal	Lewis Otto	Key West	218.00	1898	Do.
Total			11,961.89		
GEORGIA.					
Postal	William T. Crane	Athens	123.88	1873	Judgment.
Do	James R. Folsom	Cecil	57.40	1897	Pending.
Do	James C. Daniel	Clara	510.15	1899	Judgment.
Do	Byrd Mobley	Evergreen	137.97	1898	Pending.
Do	William A. Walker	Geneva	114.72	1899	Do.
Do	Andrew J. Dickson	Mershon	455.03	1890	Judgment.
Money order	John B. Roberts	Sandersville	751.60	1883	Pending.
Total			2,150.75		
IDAHO.					
Postal	Charles P. Tatro	Bellevue	425.31	1883	Judgment.
INDIANA.					
Postal	Samuel S. Heiney	Mooreland	5.87	1896	Judgment.
Money order	do	do	457.70	1896	Do.
Total			463.57		
INDIAN TERRITORY.					
Money order	William F. Weeks	Hartshorne	4,629.14	1896	Pending.
IOWA.					
Postal	Robert E. Kearney	Sheldon	42.90	1893	Pending.
Do	do	do	610.85	1897	Do.
Total			653.75		
KANSAS.					
Postal	Elijah L. Pierce	Delta	49.82	1880	Judgment.
KENTUCKY.					
Postal	James B. Stollard	Colly	28.10	1894	Pending.
Do	George C. Everett	Mount Sterling	1,632.49	1896	Judgment.
Money order	do	do	286.61	1896	Do.
Total			1,947.20		
LOUISIANA.					
Money order	James W. Atkins	Atkins	600.00	1901	Pending.
Postal	Young C. Palmer	Sandy Creek	377.38	1896	Do.
Do	do	do	166.69	1896	Do.
Total			1,144.07		
MAINE.					
Postal	H. W. Reynolds	North Lubec	20.86	1901	Pending.
Money order	do	do	824.01	1901	Do.
Total			844.87		

Late postmasters—Continued.

Account.	Name of principal.	Office.	Balance	Year.	Remarks.
MICHIGAN.					
Money order	William C. Simmons	Hesperia	\$2,384.31	1893	Judgment.
Do	James W. Payne	Pompeii	1,928.78		
	Total		4,313.04		
MINNESOTA.					
Postal	Charles A. Peterson	Thomson	3.16	1896	Judgment.
Money order	do	do	387.55	1896	Do.
	Total		390.71		
MISSISSIPPI.					
Postal	William H. Gibbs	Jackson	3,720.01	1893	Judgment.
MISSOURI.					
Postal	William Hemker	Hemker	119.54	1898	Judgment.
NEBRASKA.					
Postal	A. M. Brinkerhoff	Cuba	488.74	1898	Judgment.
Money order	John Stalon	Florence	64.38	1896	Do.
Postal	Thomas A. Twiss	Minatare	81.75	1896	Pending.
Money order	Douglas A. Christy	Scotia	3,709.65	1897	Judgment.
	Total		4,294.52		
NEW MEXICO.					
Money order	Fernando Nolan	Mora	1,830.87	1890	Judgment.
Postal	George W. Howland	Santa Fe	2,707.47		
	Total		4,038.34		
NEW YORK.					
Postal	Joseph Hegeman	Bayville	823.29	1894	Judgment.
Money order	do	do	1,291.43	1894	Do.
Do	C. H. Kennard	Chauncey	2,320.18	1894	Pending.
Postal	Beriah Wilber	Indian Lake	210.57	1884	Judgment.
Do	do	do	208.04	1885	Do.
Do	John H. McVean	West Haverstraw	182.63	1896	Pending.
	Total		4,486.14		
NORTH CAROLINA.					
Postal	John Q. A. Henry	Allreds	119.33	1894	Judgment.
Do	Thomas W. Tatham	Andrews	192.75	1894	Do.
Do	C. W. Battle	Battleboro	50.17	1900	Do.
Money order	do	do	166.04	1900	Do.
Postal	Mrs. Ann Cherry	Bay River	83.58	1875	Do.
Do	Robert E. McDonald	Charlotte	3,387.01	1876	Do.
Money order	do	do	983.97	1876	Do.
Do	do	do	105.54	1876	Do.
Postal	Neill C. Hall	Clarkton	59.56	1893	Do.
Money order	do	do	88.08	1893	Do.
Postal	Owen S. Lanier	Lanier	37.96	1893	Do.
Money order	Samuel E. Snell	Mackey Ferry	165.18	1893	Do.
Postal	R. B. Douglass	Mohawk	30.71	1898	Pending.
Do	Jno. Washington Sanders	Ocean	122.54	1896	Do.
Do	John F. Jacobs	West	129.92	1895	Do.
	Total		5,722.34		
NORTH DAKOTA.					
Postal	Joseph J. Hughes	Fargo	689.01	1898	Pending.
OKLAHOMA.					
Money order	Elbert W. Hoyt	Ponca	217.71	1901	Pending.
Postal	William Hofman	Taloga	17.61	1896	Do.
Money order	do	do	210.84	1896	Do.
Postal	do	do	87.96	1896	Do.
Money order	do	do	96.64	1896	Do.
Postal	Joshua Copeland	Waynoka	40.23	1894	Judgment.
Do	do	do	14.58	1896	Do.
	Total		635.57		

Late postmasters—Continued.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
OREGON.					
Postal	Joseph Bassett.....	Newbridge	\$24. 85	1888	Judgment.
SOUTH CAROLINA.					
Postal	Peter W. Drawdy	Drawdy	38. 83	1894	Judgment.
Do.....	John C. P. Williams	Ridgeway	141. 65	1899	Pending.
Do.....	Hattie A. Osborn	Warrick	400. 66	1898	Do.
Do.....	Courtney Warrick.....	do	135. 52	1896	Judgment.
Total			716. 66		
SOUTH DAKOTA.					
Postal	J. W. C. White	Carbonate	36. 44	1888	Judgment.
Money order.....	do	do	968. 04	1888	Do.
Total			1,004. 48		
TEXAS.					
Money order.....	Milton T. Johnson.....	Center	578. 07	1893	Pending.
Postal	P. W. Randolph	Dodge	192. 19	1901	Do.
Money order.....	do	do	17. 12	1901	Do.
Postal	Wilson W. Armitage	Goodrich	710. 45	1896	Judgment.
Money order.....	Joseph Pilmsoll	Harwood	586. 18	1900	Pending.
Postal	John W. Tompkins	Ironwood	79. 29	1873	Judgment.
Money order.....	Henry Andrews	Lyons	67. 13	1893	Do.
Postal	Martha Armitage	Mariana	636. 42	1896	Do.
Do.....	Philip T. Ball	Sunset	80. 25	1885	Do.
Money order.....	do	do	5,466. 67	1885	Do.
Do.....	O. J. Posey	Sweetwater	30. 56	1886	Do.
Total			8,454. 33		
VIRGINIA.					
Postal	William H. White	Bremo Bluff.....	78. 99	1891	Judgment.
Do.....	Joseph Kiser	Brumfield	240. 49	1895	Pending.
Do.....	do	do	45. 37	1897	Do.
Do.....	Ulysses T. Jones, sr.....	Mattoax	163. 49	1895	Do.
Do.....	do	do	189. 96	1897	Do.
Do.....	Paulina A. Lumpkins.....	Neva	860. 46	1895	Do.
Do.....	Roberta A. Edmonston	Houston	881. 57	1900	Do.
Total			2,460. 32		
WASHINGTON.					
Postal	F. E. Scliver	Boundary	138. 15	1895	Judgment.
Money order.....	do	do	1,521. 12	1895	Do.
Postal	Sadie Young	Deep Creek Falls..	46. 13	1891	Do.
Do.....	John Martin	Rochester	564. 64	1894	Do.
Do.....	Duncan A. McBath	Snohomish	256. 82	1893	Do.
Do.....	Marcus De S. Hamilton	Sunnydale	44. 62	1896	Do.
Total			2,591. 48		
WEST VIRGINIA.					
Postal	Boyd E. Lusk	Brier	10. 00	1894	Judgment.
Do.....	L. A. Rader	Clifton	78. 82	1874	Do.
Do.....	Henry C. Ross	Elkhorn	623. 20	1893	Do.
Money order.....	do	do	1,165. 38	1893	Do.
Postal	Job W. Parsons	Job	21. 34	1897	Do.
Do.....	J. D. Shumate	Oceana	76. 57	1880	Do.
Total			1,975. 31		
WISCONSIN.					
Postal	J. A. Wood	Hurley	1,275. 88	1888	Judgment.
Do.....	Joseph D. Conan	Superior	213. 90	1897	Do.
Total			1,489. 78		
WYOMING.					
Postal	William M. Masi	Cheyenne	2,624. 14	1897	Conditional relief granted by Congress.

Failing contractors, failing bidders, and late contractors.

State.	Name of principal.	Number of routes.	Balance.	Year.	Remarks.
Montana	John Armstrong	2	\$1,950.43	1897	Pending.
Arkansas	Joseph G. Bell	13	2,199.09	1887-88	Judgment.
Kansas	R. M. Bennett	23	16,132.04	1889	Do.
Colorado	W. T. Bennett	31	30,698.61	1885-86	Pending.
Illinois	James M. Blades	3	310.33	1879	Judgment.
Kentucky	J. N. Brafford	3	1,964.16	1881	Do.
Michigan	Emery F. Califf	1	1,397.30	1878	Do.
Kentucky	Calvin Caywood	1	107.46	1879	Do.
Do.	Cheif & Cogar	1	720.05	1887	Do.
District of Columbia	J. B. Colegrove	18	4,212.19	1891-1893	Do.
South Carolina	B. H. Colegrove	1	2,379.49	1898	Pending.
Kentucky	D. W. Conger	9	3,046.76	1887-1889	Judgment.
Do.	A. K. Cook	68	12,435.01	1880	Do.
Do.	William Craft	1	51.55		Do.
Missouri	A. M. DePriest	1	544.65	1879	Do.
Texas	H. F. Dunson	6	1,301.86	1886	Do.
Kentucky	Parks B. Engle	1	100.96	1879	Do.
California	Peter Fort	1	106.85	1892	Do.
District of Columbia	C. C. Fraser	13	3,405.32	1880	Do.
Kentucky	James T. Gibson	56	10,684.15	1880	Do.
Do.	Glass & Goodin	19	2,960.20	1880-81	Do.
Missouri	J. J. Griffith	1	164.53		Do.
Nebraska	Joel Hale	8	1,795.32	1889	Do.
District of Columbia	W. W. Hall	7	1,847.02	1892-93	Do.
South Dakota	Albert T. Hanson	1	538.07	1889	Do.
Alabama	Willard W. Harris	2	108.27	1891	Do.
West Virginia	John A. Hauser	1	463.91	1892	Pending.
Kentucky	Hiram Hogg	31	9,034.80	1891	Judgment.
North Carolina	James J. Horton	2	262.54	1883	Do.
Kansas	Hudson & Bumgarner	7	3,503.39	1889-90	Do.
Alabama	D. L. James	1	1,300.31	1880	Do.
Kentucky	J. W. Jones	3	341.60	1887-1890	Do.
California	H. J. Langdon	3	2,453.60	1889	Do.
Virginia	Luther Lewis	1	482.34	1892	Do.
North Carolina	John F. Logan	8	2,644.52	1884	Do.
Kentucky	J. V. Lovelace	3	786.50		Do.
California	C. C. Morse	9	12,637.70	1889-1890	Do.
Virginia	Samuel McArthur	14	4,003.13	1892	Do.
Washington	C. C. McCoy	12	31,125.55	1899	Pending.
New York	J. W. McCullah	6	1,331.18	1881	Do.
District of Columbia	Charles E. McEuen	2	489.79	1880	Judgment.
Kansas	D. T. McFarland	21	12,062.32	1889	Do.
Florida	John W. Price	4	198.46		Pending.
Kentucky	John W. Reeder	1	607.07	1878	Judgment.
Do.	A. L. Reid	11	4,235.96	1887-88	Do.
Missouri	Richard Ritter	11	3,197.61	1882	Do.
Mississippi	James Robinson	2	396.07	1879	Do.
Kentucky	E. E. and J. R. Sawyer	2	339.63	1879	Do.
Do.	James R. Sawyer	7	176.68	1881	Do.
Arkansas	George S. Scott	7	486.15		Do.
Alabama	Joseph T. Stephens	1	269.32	1891	Do.
Ohio	L. F. Sturtevant	3	1,390.94	1889	Do.
Missouri	J. P. Stewart	1	780.47	1896	Pending.
California	A. H. Tevis	19	6,823.16	1881	Do.
Missouri	M. A. Thompson	1	237.01	1881	Judgment.
Colorado	Perley and Walter Wason	1	3,069.53	1885	Do.
Missouri	F. T. Welch	4	480.32	1882	Do.
North Carolina	R. G. Winn	7	487.55	1888	Do.
New York	W. H. Withers	(a)	510.58	1899	Pending.
Kentucky	Stewart Wyatt	1	3.87	1879	Judgment.
Do.	Thomas J. Wyatt	8	2,579.59	1880-81	Do.
Total			210,904.27		

a Supplies.

RECAPITULATION.

Amount in suit, failing contractors, etc.	\$210,904.27
Amount in suit, late postmasters	84,264.57
Total amount in suit.	295,168.84

Respectfully,

HENRY A. CASTLE, Auditor.

The SECRETARY OF THE TREASURY.

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

POSTMASTER-GENERAL.

TREASURY DEPARTMENT, OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 4, 1902.

SIR: In compliance with law, I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department, as shown by the accounts of this Bureau, for the fiscal year ended June 30, 1902.

A marked characteristic of the year's business is the enormous increase in the postal revenues. Notwithstanding extraordinary expenditures for the introduction of rural free delivery and other improvements, the deficit has been decreased by a very considerable sum.

It has been my pleasure to report to the honorable Secretary of the Treasury the fact that continued and increasing relations of harmonious cooperation prevail between this Bureau and all branches of the Post-Office Department, greatly to the benefit of the postal service. I beg leave to respectfully renew previous recommendations relating to advices of invalid money orders and a change in the limit of the life of money orders, as well as an increase in future estimates for compensation of postmasters sufficient to cover the probable expenditures. Good reasons for all these recommendations have been advanced in previous annual reports.

FINANCIAL STATEMENT.

All expenditures on account of service of last and prior years are stated to September 30, 1902, the audit and payment of the accounts not being completed until that date.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT

Service of the fiscal year 1902.

Postal revenue of the year ended June 30, 1902.....	\$121, 848, 047. 28
Expenditures	124, 392, 472. 02
Excess of expenditures over revenue.....	2, 544, 424. 76
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under section 3 of the act approved March 3, 1901 (Stat. L., vol. 31, p. 1107).....	2, 000, 000. 00
Excess of deficiency over grants.....	544, 424. 76

Amount of balances due from late postmasters on postal accounts closed by "Bad debts"	\$5,017.74
Amount of balances due from late postmasters on postal accounts closed by "Compromise debts"	1,499.30
Amount of balances on postal accounts of late postmasters closed by "Judgments for defendants"	156.16
Amount credited to postmasters and late postmasters for loss of postal funds by burglary, fire, etc.	16,991.19
Total	23,664.39
Amount of balances due to late postmasters on postal accounts closed to "Suspense"	144.29
Net loss	\$23,520.10
Amount to be placed with the Treasurer of the United States.	567,944.86

Service of the fiscal year 1901.

Balance October 1, 1901	\$533,793.07
Expenditures	341,883.13
Balance on account of fiscal year 1901	191,909.94

Service of the fiscal year 1900.

Amount to be placed with the Treasurer of the United States to the credit of the Department by grants from the general Treasury, as shown by the report for the fiscal year 1901	\$423,436.71
Expenditures	10,095.63
	433,532.34
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the act approved March 1, 1899 (Stat. L., vol. 30, p. 966)	450,000.00
Balance on account of fiscal year 1900	16,467.66

Service of the fiscal year 1899.

Balance October 1, 1901, being available for payments under appropriations contained in the deficiency acts approved June 6, 1900, and March 3, 1901	\$129,306.57
Expenditures	0.00
Balance on account of fiscal year 1899	129,306.57

Service of the fiscal year 1898.

Balance October 1, 1901, being available for payments under appropriations contained in the deficiency act approved June 6, 1900	\$16,825.78
Expenditures	0.00
Balance on account of fiscal year 1898	16,825.78

Claims, 1899 and prior years.

Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the deficiency acts approved February 14, 1902, and July 1, 1902	\$40,635.34
Expenditures	40,681.83
Balance available September 30, 1902	53.51

Claims, 1897 and prior years.

Balance available October 1, 1899	\$6,946.22
Expenditures	664.46
Balance available September 30, 1902	6,281.76

General revenue account.

Postal revenues for the fiscal year ended June 30, 1902	\$121,848,047.28
Expenditures for service of—	
1902.....	\$124,392,472.02
1901.....	341,883.13
1900.....	10,095.63
1899 and prior years.....	40,581.83
1897 and prior years.....	664.46
Total expenditures.....	124,785,697.07
Excess of expenditures over revenue.....	2,937,649.81
Amount of loss by burglary, fire, bad debts, etc.....	23,520.10
Deficit for the fiscal year ended June 30, 1902	2,961,169.91
Grants from the general Treasury:	
Under postal act of March 1, 1899	\$450,000.00
Under postal act of March 3, 1901	2,000,000.00
Under deficiency act of February 14, 1902	8,845.88
Under deficiency act of July 1, 1902	31,789.48
Total grants.....	2,490,635.34
Excess of deficit over amount received from the general Treasury.....	470,534.57
Balance standing to the credit of the general revenue account September 30, 1901	3,697,398.96
Balance standing to the credit of the general revenue account September 30, 1902	3,226,864.39

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being the aggregate revenues at post-offices for the year, less the compensation of postmasters and clerks and contingent office expenses, were:

For the quarter ended—	
September 30, 1901.....	\$16,637,687.69
December 31, 1901	21,440,806.66
March 31, 1902.....	21,782,271.60
June 30, 1902	19,985,772.72
Total.....	79,846,538.67

The number of quarterly returns of postmasters received and audited, showing the above revenue, was:

For the quarter ended—	
September 30, 1901	76,895
December 31, 1901	76,641
March 31, 1902.....	76,493
June 30, 1902	76,184
Total.....	306,213

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, and postal cards sold was:

For the quarter ended—	
September 30, 1901.....	\$24,650,234.68
December 31, 1901	29,527,734.45
March 31, 1902.....	29,941,397.36
June 30, 1902	28,067,753.92
Total.....	112,187,120.41

SECOND-CLASS POSTAGE.

The amount of second-class postage collected from publishers and news agents was:

For the quarter ended—

September 30, 1901	\$1, 041, 356. 21
December 31, 1901	1, 167, 668. 09
March 31, 1902	1, 169, 783. 88
June 30, 1902	1, 162, 715. 41
Total	4, 541, 523. 59

LETTER POSTAGE.

The net amount of letter postage collected was \$123, 017. 18

Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:

Antigua	\$99. 45
Bermuda	872. 44
British Guiana	205. 70
Canada	24, 578. 22
Chile	1, 782. 93
Costa Rica	1, 142. 19
Cuba	10, 121. 39
Dominican Republic	115. 04
Fiji Islands	145. 60
Germany	15, 187. 48
Gibraltar	3. 17
Grenada	28. 77
Hawaii	50. 55
Jamaica	723. 52
Mexico	19, 029. 11
Montserrat .....	. 79
New Zealand	29, 831. 04
Peru	4, 807. 69
Philippine Islands	102. 40
Portugal	188. 07
Queensland	64. 48
St. Lucia	8. 98
Salvador	2, 383. 30
Spain	8, 230. 23
Sweden	64. 93
Switzerland	1, 461. 75
Tasmania	15. 43
Turks Island	31. 28
Uruguay	64. 98
Venezuela	1, 617. 12
Victoria	228. 03
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	123, 186. 06

Refunded by postmasters in excess of collections..... 168. 88

BALANCES PAID FOREIGN COUNTRIES.

The following balances were paid and charged to the appropriation for "Balances due foreign countries:"

Service of 1902:

Austria	\$19, 163. 65
Belgium	73, 715. 71
Brazil	1, 897. 63
British India	128. 41
Curaçao	534. 50
Denmark	18, 088. 19
Egypt	522. 77
France	18, 490. 82
Great Britain	4. 38
Hongkong	3, 053. 41
International Bureau	986. 45

Service of 1902—Continued.

Netherlands	\$2, 248. 83
New South Wales	935. 27
Norway	1, 872. 80
Trinidad	139. 25
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	141, 782. 07

Service of 1901:

Barbados	315. 01
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Aggregate amount paid	142, 097. 08
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MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for transportation during the fiscal year was:

For railroad and contract service	\$47, 491, 361. 02
For special mail service	38, 847. 73
For mail-messenger service	1, 025, 245. 60
For salaries and expenses of the Railway Mail Service	10, 264, 588. 38
For freight and weighing the mails	280, 387. 02
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	\$59, 100, 429. 65

FOREIGN MAIL TRANSPORTATION.

Trans-Atlantic service	\$1, 179, 796. 78
Amount paid France (service of general Trans-Atlantic Line)	6, 700. 18
West Indies, Central and South American service	564, 556. 55
Canadian and New Foundland service	8, 566. 24
Trans-Pacific service	430, 099. 36
Sea post-office service	30, 572. 44
Transfer service at New York	38, 005. 00
Miscellaneous expenses	5, 944. 71
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	2, 264, 241. 26
Total	61, 364, 670. 91

The amount credited to "transportation accrued" and charged to railroad companies and mail contractors for overcredits, being for fines and deductions, was

224, 274. 24

The amount of fines and deductions remitted was

22, 378. 81

Net amount of fines and deductions

201, 895. 43

Net amount of "transportation accrued"

61, 162, 775. 48

The amount paid during the year was

60, 533, 217. 28

Excess of "transportation accrued"

629, 558. 20

PACIFIC RAILROAD SERVICE.

The following balances for transportation of mails over Pacific railroads have been certified to the Secretary of the Treasury. The amount is not charged to the appropriation for "Inland mail transportation, railroads," and is not, therefore, included in the total of transportation paid.

Regular service, 1901: Central Pacific Railway Company, aided	\$121, 964. 17
Use of postal cars, 1901: Central Pacific Railway Company, aided	26, 324. 27
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	\$148, 288. 44
Regular service, 1902: Central Pacific Railway Company, aided	366, 519. 35
Use of postal cars, 1902: Central Pacific Railway Company, aided	78, 551. 10
	<hr/>
	445, 070. 45
Total	593, 358. 89

The following tables show in detail the transactions for the fiscal year ended June 30, 1902:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department under their several heads.

No. 2.—Statement exhibiting the expenditures of the Post-Office Department under their several heads.

No. 3.—Statement showing the condition of the account, with each item, of the appropriation for the service of the Post-Office Department.

No. 4.—Comparative statement of annual postal receipts, by items, for the five fiscal years ended June 30, 1902.

No. 5.—Statement showing quarterly the method of making disbursements on account of the postal service for the five fiscal years ended June 30, 1902.

No. 6.—Comparative statement of quarterly and annual excesses and deficiencies in the postal revenues for the five fiscal years ended June 30, 1902.

No. 7.—Comparative statement of receipts and expenditures of the Post-Office Department from 1836.

No. 8.—Statement showing the gross receipts at the principal post-offices for the fiscal year ended June 30, 1902, compared with the gross receipts for the previous fiscal year.

No. 9.—Tabulation, by States, of the number of fourth-class post-offices, according to the amount of postmasters' compensation.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices.

No. 11.—Statement showing the transactions of the money-order offices of the United States.

No. 12.—Statement showing the receipts and disbursements of the money-order offices of the United States.

No. 13.—Statement showing the transfers to and from the money-order account.

No. 14.—Statement showing the money-order transactions with the Assistant United States Treasurer at New York, N. Y., and Chicago, Ill.

No. 15.—Statement showing the revenue which accrued on money-order transactions.

No. 16.—Statement of assets and liabilities.

No. 17.—Statement showing the principal international money-order transactions.

No. 18.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to European countries, including India, Turkey in Asia, and South Africa.

No. 19.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to foreign countries, other than European, by steamship lines.

No. 20.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to countries other than European.

No. 21.—Statement showing the weight of foreign closed mails retransported by sea and the amounts accruing to steamship companies for their conveyance.

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1902.

Accounts.	Quarters ended—				Aggregate.
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.	
Letter postage	\$29,424.41	\$88.45	\$26,042.70	\$67,461.62	\$123,017.18
Second-class postage	1,041,356.21	1,167,668.09	1,169,783.88	1,162,715.41	4,541,523.59
Box rents and branch offices	736,389.86	748,339.67	752,932.11	759,423.40	2,992,085.04
Fines and penalties	2,875.10	12,098.36	12,771.57	18,070.78	46,810.81
Postage stamps, stamped envelopes, wrappers, and postal cards	24,650,284.68	29,527,784.45	29,941,397.36	28,067,753.92	112,187,120.41
Dead letters	3,835.24	7,688.28	3,524.55	3,381.77	18,429.79
Revenue from money-order business	395,172.54	534,891.28	474,457.04	485,797.00	1,889,817.86
Miscellaneous	11,107.72	12,617.97	7,682.86	18,834.08	50,242.58
Total	26,870,396.76	32,006,621.50	32,388,592.07	30,583,437.98	121,848,047.26

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1902.

Appropriations.	Quarters ended—				Expended on account of 1902.	Expended on account of previous years.	Aggregate expended on account of previous years.
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.			
<i>Office of the Postmaster-General.</i>							
Advertising.....	\$116.65	\$704.50	\$337.90	\$2,531.43	\$3,690.38	\$326.15	\$4,016.53
Miscellaneous items.....	39.70	35.43	49.47	91.38	215.98	2.00	217.96
New territory and military postal service.....	6,313.17	9,192.73	18,785.15	15,346.04	49,637.09	4,063.33	53,705.42
Postal laws and regulations.....						3,000.00	3,000.00
<i>Office of the First Assistant Postmaster-General.</i>							
Compensation to postmasters.....	5,045,630.42	5,214,358.95	5,312,774.66	5,211,155.94	20,783,919.97	194.86	20,784,114.83
Compensation to assistant postmasters—first and second class offices.....	369,716.57	370,919.39	369,247.57	369,790.52	1,479,674.05	4,666.48	1,479,674.05
Compensation to clerks in post-offices.....	3,586,448.51	3,604,975.19	3,608,284.91	3,634,339.09	14,434,047.29	6,028.50	14,438,743.18
Rent, light, and fuel for first, second, and third class offices.....	505,642.19	530,502.13	539,930.40	546,224.57	2,122,299.29	3,422.11	2,128,327.79
Miscellaneous items at first and second class offices.....	95,960.24	72,770.80	40,676.46	41,079.60	250,477.10		253,969.21
Advertising at first and second class offices.....	5,498.40	5,551.71	5,760.81	5,894.09	22,765.01		22,765.01
Cancelling machines.....	35,869.39	46,300.60	58,474.68	52,773.53	196,418.25	3,602.69	199,020.94
Assistant superintendents—Salary and Allowance Division.....	4,354,207.08	4,265,304.85	4,223,104.85	4,228.00	16,764.00		16,764.00
Free-delivery service.....	692,288.26	867,724.77	1,109,606.89	4,279,694.12	17,123,310.90	184,144.86	17,307,455.76
Experimental rural free-delivery service.....	19,678.84	10,743.92	1,109,606.89	1,824,106.59	3,993,706.51	4,178.23	3,997,884.74
Stationery for post-offices.....	34,783.35	26,263.86	34,950.67	3,968.82	69,439.97		69,439.97
Wrapping twine.....	19,846.42	3,065.00	4,678.50	21,709.50	116,707.38		116,707.38
Letter balances, scales, and test weights.....	3,867.15	3,066.20	5,562.64	361.40	28,970.82		28,970.82
Postmarking and rating stamps.....	12,619.98	10,279.86	11,098.42	3,448.13	12,466.57		12,466.57
Rubber stamps and type.....	1,450.36	940.15	1,092.30	1,221.92	37,446.44		37,446.44
Packing boxes, sawdust, etc.....	590.80	289.21	194.59	155.70	4,594.78		4,594.78
Printing facing slips, slide labels, etc.....	9,681.31	5,096.37	8,022.91	1,136.70	26,584.03		26,584.03
Blanks, etc., for money-order service.....	25,108.11	80,820.49	29,468.50	35,355.55	120,762.65		120,762.65
Rubber and metal stamps for money-order service.....	8,960.83	622.00	1,438.26	4,102.71	9,023.80		9,023.80
Copying presses and typewriters for money-order service.....	1,621.73	3,001.78	3,390.02	98.90	9,766.28		9,766.28
Exchange stationery and miscellaneous for money-order service.....			4,712.99	5,217.00	14,554.08	51.57	14,605.65
Payment of money orders more than 1 year old.....	25,665.08	44,906.43	22,648.98	37,154.62	130,865.11		130,865.11
<i>Office of the Second Assistant Postmaster-General.</i>							
Inland mail transportation—star.....	1,431,349.91	1,428,687.65	1,465,542.17	1,399,951.27	5,725,531.00	90,822.22	5,815,853.22
Inland mail transportation—steamboat.....	186,274.84	186,355.17	123,804.96	146,628.29	698,062.75	9,968.88	672,431.63
Mail messenger service.....	251,067.58	252,580.37	267,723.48	268,924.07	1,026,245.60	7,161.72	1,026,077.22
Wagon service.....	194,382.65	194,691.89	194,949.26	199,399.90	788,423.59	1,222.57	789,646.16
Mail bags.....	73,833.43	87,621.06	72,636.75	40,252.14	273,644.02	4,315.17	278,159.19
Mail locks and keys.....	11,925.28	9,907.06	10,140.88	10,127.70	42,150.44	886.28	42,646.72
Repair shop for mail bags.....	2,362.15	2,562.07	1,632.51	1,862.64	8,449.67		8,449.67

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1902—Continued.

Appropriations.	Quarters ended—				Expended on account of 1902.	Expended on account of previous years.	Aggregate expenditures.
	Sept. 30, 1901.	Dec. 31, 1901.	Mar. 31, 1902.	June 30, 1902.			
<i>Office of the Second Assistant Postmaster-General—Continued.</i>							
Inland mail transportation—railroad.....	\$8,618,778.49	\$8,612,083.93	\$8,709,729.92	\$8,759,397.66	\$84,700,000.00	\$11,127.23	\$84,711,127.23
Railway post-office car service.....	1,144,476.01	1,152,962.05	1,171,728.56	1,188,211.95	4,657,388.67	2.15	4,657,370.72
Railway Mail Service.....	2,612,244.87	2,569,621.52	2,592,091.53	2,600,680.46	10,264,388.38	370.06	10,264,968.44
Inland mail transportation—electric and cable cars.....	93,867.39	94,526.86	96,160.87	102,480.50	389,987.61	9,825.03	399,812.64
Inland mail transportation—railroad, special facilities, etc.....	43,077.71	40,020.91	35,532.84	31,687.67	150,319.13	.....	150,319.13
Miscellaneous items.....	8.50	111.00	251.27	631.88	997.65	.....	997.65
Transportation of foreign mails.....	509,857.19	601,522.66	568,031.45	589,279.45	2,268,690.75	16,912.11	2,285,602.86
Balance due foreign countries.....	20,286.14	42,346.35	73,983.37	5,166.21	141,782.07	315.01	142,097.08
<i>Office of the Third Assistant Postmaster-General.</i>							
Manufacture of postage stamps.....	77,511.68	64,996.63	71,466.19	67,947.79	281,922.29	9,613.98	291,536.27
Distribution of postage stamps.....	2,984.12	2,985.86	2,983.90	2,983.90	11,987.78	.....	11,987.78
Manufacture of stamped envelopes, etc.....	141,810.82	157,138.42	167,514.13	164,893.93	621,827.80	8.56	621,836.36
Distribution of stamped envelopes, etc.....	4,204.14	4,354.91	4,435.00	4,435.00	17,429.05	.....	17,429.05
Manufacture of postal cards.....	41,095.41	36,698.31	2,947.20	30,929.64	111,670.56	.....	111,670.56
Distribution of postal cards.....	1,799.19	1,840.51	1,956.95	1,956.95	7,558.30	.....	7,558.30
Registered package, tag, official, and dead-letter envelopes.....	31,190.61	34,387.93	35,241.80	25,829.51	126,549.85	12,789.70	139,339.55
Ship, steamboat, and way letters.....	84.60	57.98	62.52	74.46	279.56	.....	279.56
Payment of indemnities for loss by registered mail.....	74.00	15.00	.....	60.90	149.90	350.96	500.86
Special-delivery service—car fare.....	805.65	747.05	951.70	1,088.75	3,543.15	.....	3,543.15
Special-delivery service—fees.....	150,296.95	169,861.01	149,774.71	161,119.18	621,014.85	10.64	621,025.49
Blanks, etc., for registry system.....	33.00	.....	12.50	68.70	114.20	.....	114.20
Miscellaneous items.....	.....	17.40	256.95	367.65	631.00	.....	631.00
<i>Office of the Fourth Assistant Postmaster-General.</i>							
Mail deprecations and post-office inspectors.....	182,828.11	181,477.40	183,192.06	182,113.64	529,094.21	.....	529,094.21
Payment of rewards.....	.....	.....	1,200.00	700.00	1,900.00	12,350.00	14,250.00
Miscellaneous items.....	.....	.....	.....	.....	.....	.....	.....
Total.....	80,518,209.26	80,947,131.48	81,899,426.02	81,527,706.26	124,892,472.02	868,225.05	124,785,697.07

No. 3.—Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1902.

Appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising	\$7,000.00	\$3,690.38	\$3,309.62
Miscellaneous items	1,000.00	215.98	784.02
New territory and military postal service	50,000.00	49,687.09	362.91
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation to postmasters	\$19,987,051.19	20,788,919.97	\$796,868.78
Compensation to assistant postmasters at first and second class offices	1,559,300.00	1,479,674.05	
Compensation to clerks in post-offices	\$14,376,648.81	14,484,047.70	
Rent, light, and fuel for first, second, and third class offices	2,150,000.00	2,122,299.29	\$27,700.71
Miscellaneous items at first and second class offices	250,000.00	250,477.10	
Advertising at first and second class offices	25,000.00	22,795.01	
Canceling machines	190,000.00	196,418.25	
Assistant superintendents—Salary and allowance division	17,300.00	16,764.00	536.00
Free-delivery service	17,140,900.00	17,128,310.90	12,589.10
Experimental rural free-delivery service	3,993,740.00	3,993,708.51	31.49
Stationery for post-offices	70,000.00	69,439.97	560.03
Wrapping twine	165,000.00	116,707.38	48,292.62
Wrapping paper	30,000.00	29,970.32	29.68
Letter balances, scales, and test weights	12,500.00	12,465.57	34.43
Postmarking and rating stamps	37,500.00	37,446.44	53.56
Rubber stamps and type	5,000.00	4,594.73	405.27
Packing boxes, sawdust, etc	1,250.00	1,230.80	19.20
Printing facing slips, slide labels, etc	30,000.00	26,584.08	3,415.92
Blanks, etc., for money-order service	125,000.00	120,752.65	4,247.35
Rubber and metal stamps for money-order service	8,000.00	7,023.80	976.20
Copying presses and typewriters for money-order service	10,000.00	9,766.28	233.72
Exchange, stationery, and miscellaneous for money-order service	15,000.00	14,554.08	445.92
Payment of money orders more than one year old	180,365.11	180,365.11	
<i>Office of the Second Assistant Postmaster-General.</i>			
Inland mail transportation—star	5,740,000.00	5,725,581.00	14,469.00
Inland mail transportation—steamboat	599,000.00	563,082.75	35,917.25
Mail messenger service	1,038,000.00	1,025,245.50	12,754.50
Wagon service	800,000.00	788,423.59	11,576.41
Mail bags	275,000.00	273,844.02	1,155.98
Mail locks and keys	43,000.00	42,150.44	849.56
Repair shop for mail bags	8,500.00	8,449.67	50.33
Inland mail transportation—railroad	34,700,000.00	34,700,000.00	
Railway post-office car service	4,816,000.00	4,657,368.57	158,631.43
Railway mail service	10,374,700.00	10,284,588.38	90,111.62
Inland mail transportation—electric and cable cars	400,000.00	399,987.61	10,012.39
Inland mail transportation—railroad, special facilities, etc.	196,238.75	150,319.13	45,919.62
Miscellaneous items	1,000.00	997.65	2.35
Transportation of foreign mails	2,549,000.00	2,268,690.75	280,309.25
Balance due foreign countries	155,000.00	141,782.07	13,217.93
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps	287,000.00	281,922.29	5,077.71
Distribution of postage stamps	12,000.00	11,867.78	132.22
Manufacture of stamped envelopes, etc.	648,000.00	621,327.30	26,672.70
Distribution of stamped envelopes, etc.	20,000.00	17,429.05	2,570.95
Manufacture of postal cards	165,000.00	111,670.56	53,329.44
Distribution of postal cards	7,800.00	7,558.30	241.70
Registered package, tag, official, and dead-letter envelopes	128,000.00	126,649.85	1,350.15
Ship, steamboat, and way letters	1,000.00	279.56	720.44
Payment of indemnities for loss by registered mail	6,000.00	149.90	5,850.10
Special delivery service—car fare	10,000.00	8,543.15	1,456.85
Special delivery service—fees	665,000.00	621,014.85	43,985.15
Blanks, etc., for registry system	20,000.00	114.20	19,885.80
Miscellaneous items	1,000.00	631.00	369.00
<i>Office of the Fourth Assistant Postmaster-General.</i>			
Mail depredations and post-office inspectors	550,000.00	529,096.21	20,903.79
Payment of rewards	25,000.00	1,900.00	23,100.00
Miscellaneous items	1,000.00		1,000.00
Total	124,629,793.86	124,392,472.02	1,084,190.62

^a\$12,948.81 of the appropriation for "Compensation to postmasters," saved by the consolidation of post-offices, was transferred to the appropriation for "Compensation to clerks in post-offices."

^bExpended in excess of appropriation.

^c5 per cent of these appropriations are available interchangeably, but no appropriation can be exceeded more than 5 per cent.

^dBalance of item for rent of additional quarters in Washington, D. C.

No. 4.—*Comparative statement of annual postal receipts, by items, for the five fiscal years ended June 30, 1902.*

Items.	Receipts for fiscal years ended—				
	June 30, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.	June 30, 1902.
Letter postage.....	\$118,756.96	\$98,081.88	\$147,327.67	\$199,412.68	\$123,017.18
Second-class postage.....		3,527,082.26	3,825,389.99	4,294,445.73	4,541,523.59
Box rents and branch offices.....	2,579,241.05	2,728,556.04	2,827,724.19	2,915,853.14	2,992,086.04
Fines and penalties.....	27,695.67	31,041.42	21,744.51	30,829.30	45,510.51
Stamps, etc., sold.....	85,029,076.96	87,290,654.01	94,018,699.63	102,023,473.08	112,187,120.41
Dead letters.....	10,502.13	13,104.74	14,437.72	15,592.78	18,423.79
Revenue from money-order business.....	1,196,633.35	1,296,664.60	1,455,145.85	1,668,659.29	1,899,817.86
Miscellaneous.....	50,712.43	58,297.72	49,109.73	52,172.01	50,242.58
Unpaid money orders more than one year old.....				430,755.43	
Total.....	89,012,618.55	95,021,384.17	102,354,579.29	111,631,198.39	121,848,047.26

No. 5.—*Statement showing quarterly the method of making disbursements on account of the postal service for the five fiscal years ended June 30, 1902.*

Period.	Amount disbursed by—		Total.
	Postmasters.	Warrants on the Treasurer and the assistant treasurers of the United States.	
<i>Fiscal year 1898.</i>			
Quarter ended—			
September 30, 1897.....	\$12, 873, 896. 15	\$11, 132, 202. 96	\$24, 006, 098. 11
December 31, 1897.....	12, 953, 744. 04	11, 852, 135. 72	24, 805, 879. 76
March 31, 1898.....	18, 089, 712. 86	11, 562, 597. 04	24, 672, 309. 90
June 30, 1898.....	13, 110, 593. 91	11, 438, 641. 93	24, 549, 235. 84
<i>Fiscal year 1899.</i>			
Quarter ended—			
September 30, 1898.....	13, 485, 418. 03	11, 565, 000. 21	25, 051, 018. 24
December 31, 1898.....	13, 631, 225. 34	11, 728, 390. 22	25, 359, 615. 56
March 31, 1899.....	13, 777, 254. 91	11, 930, 562. 60	25, 707, 837. 51
June 30, 1899.....	13, 714, 674. 57	11, 799, 015. 04	25, 513, 689. 61
<i>Fiscal year 1900.</i>			
Quarter ended—			
September 30, 1899.....	14, 348, 885. 06	12, 359, 862. 96	26, 708, 748. 01
December 31, 1899.....	14, 463, 278. 43	12, 392, 224. 43	26, 855, 502. 86
March 31, 1900.....	14, 678, 669. 08	12, 459, 303. 78	27, 167, 972. 86
June 30, 1900.....	14, 543, 463. 88	12, 464, 610. 38	27, 008, 074. 26
<i>Fiscal year 1901.</i>			
Quarter ended—			
September 30, 1900.....	15, 525, 331. 38	12, 942, 274. 87	28, 467, 606. 25
December 31, 1900.....	16, 065, 446. 89	13, 067, 461. 42	29, 132, 908. 31
March 31, 1901.....	15, 868, 392. 47	13, 209, 589. 87	29, 077, 982. 34
June 30, 1901.....	15, 644, 344. 20	13, 232, 129. 77	28, 876, 473. 97
<i>Fiscal year 1902.</i>			
Quarter ended—			
September 30, 1901.....	16, 669, 055. 63	13, 935, 150. 65	30, 604, 206. 28
December 31, 1901.....	16, 846, 348. 52	14, 163, 260. 79	31, 009, 609. 31
March 31, 1902.....	18, 109, 106. 84	13, 481, 828. 95	31, 590, 935. 79
June 30, 1902.....	18, 237, 477. 59	13, 843, 468. 10	31, 580, 945. 69

No. 6.—*Comparative statement of quarterly and annual excesses and deficiencies in postal revenues for the five fiscal years ended June 30, 1902.*

Period.	Excess.	Deficiency.	Loss by "Bad debts," etc., for fiscal year.	Net deficit for fiscal year.
<i>Fiscal year 1898.</i>				
Quarter ended—				
September 30, 1897		\$3,961,172.08		
December 31, 1897		1,419,167.60		
March 31, 1898		1,012,708.86		
June 30, 1898		2,627,871.52		
			\$33,646.69	\$9,064,561.76
<i>Fiscal year 1899.</i>				
Quarter ended—				
September 30, 1898		3,639,863.53		
December 31, 1898		587,909.46		
March 31, 1899		404,463.65		
June 30, 1899		1,978,520.11		
			19,358.85	6,630,135.60
<i>Fiscal year 1900.</i>				
Quarter ended—				
September 30, 1899		3,636,827.90		
December 31, 1899		359,061.47		
March 31, 1900	\$208,767.06			
June 30, 1900		1,598,576.41		
			24,669.40	5,410,358.10
<i>Fiscal year 1901.</i>				
Quarter ended—				
September 30, 1900		3,993,980.87		
December 31, 1900	272,127.36			
March 31, 1901	831,560.04			
June 30, 1901		1,033,424.01		
			57,793.23	3,961,520.71
<i>Fiscal year 1902.</i>				
Quarter ended—				
September 30, 1901		3,733,810.52		
December 31, 1901	996,012.19			
March 31, 1902	797,666.28			
June 30, 1902		997,507.76		
			23,520.10	2,961,169.91

REPORT OF THE POSTMASTER-GENERAL.

No. 7.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1902.

Fiscal year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837	\$4,945,668.21		\$4,945,668.21	\$3,288,319.03
1838	4,238,733.46		4,238,733.46	4,430,662.21
1839	4,484,656.70		4,484,656.70	4,686,536.31
1840	4,543,521.92		4,543,521.92	4,718,235.64
1841	4,407,725.27	\$482,657.00	4,890,382.27	4,499,527.61
1842	4,546,849.65		4,546,849.65	5,674,751.80
1843	4,236,225.43		4,236,225.43	4,374,753.71
1844	4,237,237.83		4,237,237.83	4,236,512.70
1845	4,239,841.80		4,239,841.80	4,320,731.99
1846	3,457,199.35	750,000.00	4,207,199.35	4,076,036.91
1847	3,880,309.23	12,500.00	3,892,809.23	3,979,542.10
1848	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
1849	4,705,176.28		4,705,176.28	4,479,049.13
1850	5,499,984.86		5,499,984.86	5,212,953.43
1851	6,410,604.33		6,410,604.33	6,278,401.68
1852	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853	5,240,724.70	2,255,000.00	7,495,724.70	7,982,756.59
1854	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
1855	6,642,136.13	3,114,542.26	9,756,678.39	9,968,842.29
1856	6,920,821.66	3,748,831.56	10,669,703.22	10,405,286.36
1857	7,353,951.76	4,528,004.67	11,881,956.43	11,508,057.93
1858	7,486,792.86	4,679,270.71	12,166,063.57	12,722,470.01
1859	7,968,484.07	3,915,946.49	11,884,430.56	11,458,083.63
1860	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1861	8,349,296.40	4,639,806.58	12,989,102.93	13,606,759.11
1862	8,299,820.90	2,596,953.71	10,896,774.61	11,125,364.13
1863	11,163,789.59	1,007,848.72	12,171,638.31	11,314,207.84
1864	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
1865	14,556,158.70	3,968.46	14,560,127.16	13,694,728.28
1866	14,436,986.21		14,436,986.21	15,352,079.30
1867	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
1868	16,292,600.80	5,696,525.00	21,989,125.80	22,730,582.65
1869	18,344,510.72	5,707,115.30	24,051,626.02	23,698,131.50
1870	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1871	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.06
1872	21,915,428.37	4,993,760.00	26,909,178.37	26,668,192.31
1873	22,996,741.57	5,990,475.00	28,987,216.57	29,084,945.67
1874	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.56
1875	26,791,360.59	6,704,646.96	33,496,007.55	33,611,309.45
1876	28,644,197.50	5,088,583.03	33,732,780.53	33,263,487.56
1877	27,581,585.26	7,013,300.00	34,544,885.26	33,486,322.44
1878	29,277,516.95	5,307,652.82	34,585,169.77	34,165,064.49
1879	30,041,932.86	3,297,965.25	33,339,948.11	33,449,899.45
1880	33,315,479.34	3,597,717.20	36,913,196.54	36,542,803.68
1881	36,785,397.97	3,297,921.46	40,083,319.43	39,592,566.22
1882	41,876,410.15	6,595.12	41,833,005.27	40,482,021.23
1883	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
1884	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
1885	42,560,843.83	6,066,473.00	48,627,316.83	50,046,235.21
1886	43,948,422.95	8,751,070.73	52,699,493.68	51,004,743.80
1887	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
1888	52,695,176.79	3,386,441.70	56,081,618.49	56,468,315.20
1889	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84
1891	65,331,785.72	4,441,772.08	70,373,557.80	73,059,519.49
1892	70,980,475.98	6,280,232.64	77,190,708.62	76,980,846.16
1893	75,896,998.16	6,727,828.43	82,624,761.59	81,561,681.33
1894	75,080,479.04	10,200,896.13	85,281,374.17	84,994,111.62
1895	76,983,128.19	9,872,962.53	86,856,090.72	87,179,551.28
1896	82,499,208.40	8,830,600.56	91,329,808.96	90,932,669.50
1897	82,665,462.73	12,133,392.88	94,798,855.61	94,077,242.36
1898	89,012,618.55	9,341,258.81	98,353,877.36	98,033,523.61
1899	95,021,384.17	7,902,040.58	102,923,424.75	101,632,160.92
1900	102,354,579.29	6,250,019.95	108,604,599.24	107,740,267.99
1901	111,631,193.39	4,001,345.17	115,632,538.56	115,564,920.87
1902	121,948,047.26	2,490,635.34	124,388,682.60	124,786,697.07

AUDITOR—GROSS RECEIPTS OF PRINCIPAL POST-OFFICES. 711

No. 8.—*Statement showing the gross receipts of the principal post-offices for the fiscal year ended June 30, 1902, compared with the gross receipts for the previous fiscal year.*

Office.	Gross receipts.		Population, 1900.
	Fiscal year ended June 30, 1902.	Fiscal year ended June 30, 1901.	
New York, N. Y.	\$11,670,877.10	\$10,384,623.21	3,437,202
Chicago, Ill.	8,576,467.76	7,706,356.90	1,698,676
Philadelphia, Pa.	4,161,809.22	3,698,501.10	1,293,697
Boston, Mass.	3,608,842.15	3,317,274.39	560,892
St. Louis, Mo.	2,408,770.67	2,145,068.70	575,238
Brooklyn, N. Y.	1,612,878.82	1,500,855.52	(a)
Cincinnati, Ohio.	1,480,849.06	1,370,085.36	825,902
Baltimore, Md.	1,329,964.88	1,239,151.59	509,967
Pittsburg, Pa.	1,214,018.28	1,080,533.41	321,616
San Francisco, Cal.	1,201,840.01	1,075,657.87	342,782
Cleveland, Ohio.	1,137,190.97	992,612.56	881,768
Buffalo, N. Y.	1,030,645.40	925,224.90	352,887
Detroit, Mich.	942,560.28	826,817.15	285,704
Kansas City, Mo.	926,106.17	808,729.05	168,732
Minneapolis, Minn.	893,109.41	740,664.44	202,718
Washington, D. C.	820,980.48	739,778.15	278,718
Milwaukee, Wis.	780,218.80	692,409.05	235,315
St. Paul, Minn.	626,545.30	541,198.76	163,065
Denver, Colo.	567,952.41	479,025.21	138,859
Indianapolis, Ind.	556,799.53	509,590.87	169,164
Louisville, Ky.	553,673.12	502,550.41	204,731
New Orleans, La.	538,325.52	505,924.92	287,104
Rochester, N. Y.	531,824.16	465,226.28	162,608
Newark, N. J.	525,396.43	461,234.57	246,070
Columbus, Ohio.	483,929.61	395,757.88	125,580
Providence, R. I.	447,400.92	418,836.05	175,597
Omaha, Nebr.	438,711.72	390,389.30	102,555
Atlanta, Ga.	415,392.04	357,233.04	89,872
Des Moines, Iowa.	386,436.74	334,533.85	62,139
Toledo, Ohio.	382,442.17	354,795.99	131,822
Los Angeles, Cal.	362,183.73	280,736.15	102,479
New Haven, Conn.	318,116.85	287,971.44	108,027
Richmond, Va.	316,797.22	280,871.41	85,050
Syracuse, N. Y.	314,071.08	283,600.36	108,374
Hartford, Conn.	300,389.46	280,239.93	79,850
Albany, N. Y.	296,737.16	290,749.28	94,151
Jersey City, N. J.	279,728.84	271,841.51	206,433
Dayton, Ohio.	278,394.94	255,099.64	83,333
Memphis, Tenn.	273,791.49	247,292.94	102,320
Worcester, Mass.	272,615.16	250,147.87	118,421
Grand Rapids, Mich.	269,095.07	246,247.60	87,566
Nashville, Tenn.	261,119.74	240,905.13	80,865
Portland, Oreg.	258,465.69	223,584.56	90,426
Dallas, Tex.	246,795.91	213,895.36	42,638
Seattle, Wash.	244,222.12	206,621.36	80,671
Springfield, Mass.	243,274.19	221,042.52	62,059
Scranton, Pa.	232,879.43	201,629.48	102,026
Racine, Wis.	218,672.60	243,294.76	29,102
Allegheny, Pa.	213,022.19	192,544.10	129,896

a Population included in census of New York.

No. 9.—*Tabulation by States and Territories of the number of fourth-class post-offices, according to the amount of postmaster's compensation, for the fiscal year ended June 30, 1902.*

States and Territories.	\$50.00 or less.	\$50.01 to \$100.	\$100.01 to \$200.	\$200.01 to \$500.	\$500.01 to \$1,000.	Total.
Alabama.....	1,237	563	388	299	77	2,564
Alaska.....	35	20	12	6	6	79
Arizona.....	30	59	70	48	13	239
Arkansas.....	781	499	375	241	84	1,980
California.....	187	286	429	428	178	1,508
Colorado.....	142	137	175	165	95	714
Connecticut.....	9	49	83	147	84	372
Delaware.....	25	33	21	33	14	127
District of Columbia.....	0	2	1	1	0	4
Florida.....	289	285	282	212	45	1,113
Georgia.....	1,214	606	394	308	116	2,638
Guam.....	1	0	0	0	0	1
Hawaii.....	18	10	9	31	15	83
Idaho.....	116	105	115	94	33	463
Illinois.....	292	463	461	604	369	2,189
Indiana.....	347	489	423	395	186	1,840
Indian Territory.....	139	130	135	125	42	671
Iowa.....	140	306	315	414	345	1,520
Kansas.....	274	232	300	348	222	1,376
Kentucky.....	1,454	791	542	296	81	3,164
Louisiana.....	346	295	261	273	63	1,288
Maine.....	117	262	347	309	108	1,143
Maryland.....	173	287	296	215	59	1,029
Massachusetts.....	19	55	131	276	165	646
Michigan.....	222	444	472	465	220	1,823
Minnesota.....	298	354	340	311	197	1,599
Mississippi.....	947	475	358	223	88	2,091
Missouri.....	668	803	577	444	227	2,719
Montana.....	108	110	102	115	40	475
Nebraska.....	193	176	128	211	205	913
Nevada.....	48	47	38	33	13	179
New Hampshire.....	38	93	132	166	66	494
New Jersey.....	43	141	194	267	136	781
New Mexico.....	72	98	95	65	19	350
New York.....	327	632	782	961	447	3,149
North Carolina.....	1,730	649	446	258	96	3,179
North Dakota.....	202	152	128	120	76	678
Ohio.....	472	742	685	729	265	2,893
Oklahoma.....	161	214	197	128	69	769
Oregon.....	234	194	202	170	56	856
Pennsylvania.....	705	1,218	1,233	1,174	400	4,730
Porto Rico.....	2	9	20	31	10	72
Rhode Island.....	8	19	23	47	30	127
Samoa.....	0	0	0	1	0	1
South Carolina.....	606	300	204	178	49	1,337
South Dakota.....	171	128	113	115	91	618
Tennessee.....	1,393	687	368	249	82	2,729
Texas.....	721	778	781	535	214	3,029
Utah.....	51	73	89	77	35	335
Vermont.....	38	78	141	159	60	506
Virginia.....	1,149	1,168	822	429	107	3,675
Washington.....	214	163	194	216	74	861
West Virginia.....	727	563	414	306	81	2,091
Wisconsin.....	283	406	396	398	178	1,661
Wyoming.....	70	82	85	57	16	310
Total.....	19,287	16,910	15,313	13,937	6,047	71,494

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALABAMA.											
Alexander City.....	3	\$4,989.81	\$1,600.00	\$225.00	\$156.00	\$7.04	.....	\$1,988.04	\$3,001.77	40	
Anniston.....	3	19,889.02	2,500.00	3,100.00	425.00	373.38	.....	12,080.43	7,808.59	62	
Athens.....	3	8,317.45	1,200.00	1,190.00	132.00	10.80	\$5,682.07	1,662.80	1,664.65	50	
Attala.....	3	2,149.11	1,300.00	387.50	96.00	8.16	.....	1,591.66	1,557.45	74	
Autburn.....	3	3,247.91	1,400.00	50.00	141.79	12.24	.....	1,584.03	1,663.88	49	
Bessemer.....	3	10,426.28	1,900.00	80.00	328.50	66.79	.....	2,345.29	8,080.99	22	
Birmingham.....	3	145,352.38	3,400.00	18,477.89	38.54	1,533.50	22,283.92	45,733.85	99,618.51	31	In Government building.
Blocton.....	3	3,072.86	1,400.00	40.00	136.00	11.12	.....	1,587.12	1,485.74	52	
Brewton.....	3	8,798.61	1,500.00	50.00	134.55	16.88	.....	1,761.44	2,027.17	46	
Cullman.....	3	8,916.55	1,500.00	320.00	134.55	7.20	.....	1,981.55	1,955.00	50	
Decatur.....	3	5,300.47	1,600.00	160.00	300.00	47.06	.....	2,107.06	3,193.41	40	
Demopolis.....	3	5,694.86	1,700.00	200.00	145.00	18.16	.....	2,062.16	3,632.70	36	
Dothan.....	3	5,673.97	1,600.00	500.00	285.15	37.12	.....	2,422.27	3,251.70	43	
Easley.....	3	7,418.36	1,700.00	.....	373.61	52.64	.....	2,126.25	5,292.11	29	
Etowah.....	3	6,520.77	1,800.00	200.00	290.00	86.44	.....	2,325.44	4,195.33	36	
Evansville.....	3	8,078.30	1,300.00	280.00	102.00	13.68	.....	1,695.68	1,382.62	55	
Evergreen.....	3	8,811.77	1,400.00	500.00	180.90	14.16	.....	2,065.06	1,716.71	55	
Florence.....	2	9,275.25	2,100.00	1,240.22	208.00	53.62	824.04	4,425.88	4,849.38	48	
Fort Payne.....	3	1,940.73	1,000.00	300.00	164.00	6.86	.....	1,469.86	491.87	75	
Gadsden.....	3	7,180.99	1,900.00	200.00	388.00	43.60	.....	2,581.60	4,649.39	35	
Greensboro.....	3	3,928.74	1,600.00	800.00	380.00	18.16	.....	1,898.16	2,030.58	48	
Huntsville.....	3	4,572.08	2,400.00	.....	274.71	33.32	.....	2,708.03	1,864.05	59	
Jacksonville.....	2	17,678.73	2,400.00	3,248.91	800.00	208.22	6,710.95	11,568.08	6,110.65	65	Do.
Jasper.....	3	2,475.68	1,000.00	150.00	142.00	6.96	.....	1,208.96	1,266.72	49	
Lafayette.....	3	8,258.08	1,400.00	60.00	155.60	14.72	.....	1,720.32	1,537.71	53	
Lafayette.....	3	2,843.82	1,100.00	60.00	100.00	9.12	.....	1,269.12	1,074.70	54	
Livingston.....	3	2,548.95	1,100.00	50.00	129.49	8.88	.....	1,288.37	1,260.58	51	
Marion.....	3	4,001.35	1,500.00	76.00	179.80	15.04	.....	1,770.84	2,230.51	44	
Mobile.....	3	88,771.07	3,800.00	15,143.44	.....	906.90	17,956.26	37,806.60	51,464.47	42	In Government building.
Montevallo.....	3	1,056.13	550.00	.....	66.95	4.82	.....	621.27	434.86	59	Presidential, Jan. 1, 1902.
Montgomery.....	3	76,106.76	3,200.00	10,544.57	850.00	965.88	12,790.40	27,500.80	48,604.96	36	In Government building.
New Decatur.....	1	5,869.46	1,700.00	.....	64.47	64.47	.....	2,114.47	3,755.01	36	
Opelika.....	2	9,215.95	2,000.00	1,286.59	455.00	62.36	.....	3,803.95	5,411.90	41	
Oxford.....	3	2,926.81	1,100.00	890.00	139.83	9.28	.....	1,689.11	1,237.70	77	
Osark.....	3	2,606.81	1,100.00	800.00	170.19	8.96	.....	1,579.15	1,027.66	61	
Pratt City.....	3	8,590.05	1,400.00	26.25	216.36	24.72	.....	1,667.33	1,922.72	46	
Prattville.....	3	2,446.20	1,100.00	50.00	141.06	9.06	.....	1,800.11	1,146.09	53	
Russellville.....	3	2,280.50	1,100.00	200.00	115.00	3.76	.....	1,418.76	861.74	62	
Scottsboro.....	3	2,808.21	1,100.00	277.50	98.91	6.82	.....	1,473.78	1,334.43	64	
Selma.....	2	25,821.21	2,600.00	4,200.00	1,148.08	202.83	4,707.13	12,858.09	12,963.12	50	
Sheffield.....	3	4,244.77	1,500.00	1,100.00	1,114.25	24.40	.....	1,788.65	2,506.12	41	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALABAMA—continued.											
Stacanga.....	3	\$580.07	\$275.00	\$12.50	\$87.50	\$2.32	.....	\$827.32	\$202.75	62	Presidential, Apr. 1, 1902.
Talladega.....	3	8,065.56	1,900.00	600.00	282.25	42.72	.....	2,824.97	5,230.52	35	
Troy.....	3	6,411.38	1,800.00	498.64	285.99	26.32	.....	2,620.95	8,790.43	41	
Tuscaloosa.....	2	11,318.61	2,200.00	2,232.60	546.00	68.58	.....	5,047.18	6,271.43	45	
Tusculum.....	3	3,873.74	1,500.00	190.00	191.10	14.32	.....	1,895.42	1,978.32	49	
Tuskegee.....	3	6,907.03	1,700.00	1,880.00	285.00	53.84	.....	3,428.84	2,478.19	58	
Union Springs.....	3	4,274.28	1,500.00	234.00	13.76	.....	.....	1,807.76	2,466.52	42	
Uniontown.....	3	2,942.33	1,300.00	42.50	150.00	19.91	.....	1,512.41	1,429.92	51	
Total.....		566,156.31	79,225.00	68,480.11	10,642.41	5,217.43	\$69,954.77	283,469.72	332,686.59	41	
ALASKA.											
Douglas.....	3	1,290.62	500.00	.....	210.00	88	.....	710.88	579.74	55	Presidential, Jan. 1, 1902.
Juneau.....	3	4,012.29	1,600.00	1,400.00	460.00	2.24	.....	3,462.24	550.05	86	
Nome.....	3	6,068.55	1,700.00	9,110.81	360.00	34.56	.....	11,265.37	5,136.82	185	Deficit.
Skagway.....	3	6,915.68	1,800.00	4,552.78	460.00	5.84	.....	6,318.62	97.06	99	
Total.....		18,287.14	5,600.00	15,063.59	1,490.00	43.52	.....	22,197.11	3,909.97	121	Do.
ARIZONA.											
Bisbee.....	2	12,722.25	2,000.00	2,213.31	424.29	39.19	.....	4,676.79	8,045.46	37	
Clifton.....	3	6,098.14	1,600.00	100.00	150.00	6.16	.....	1,856.16	4,241.98	30	
Flagstaff.....	3	4,696.92	1,600.00	133.28	272.00	6.80	.....	2,012.08	2,674.84	43	
Globe.....	3	6,217.57	1,700.00	170.00	200.18	4.32	.....	2,074.50	4,143.07	33	
Jerome.....	3	6,169.20	1,600.00	600.00	331.00	3.12	.....	2,894.12	2,685.08	49	
Kingman.....	3	3,068.32	1,200.00	180.00	185.80	2.96	.....	1,683.76	1,495.56	51	
Mesa.....	3	2,310.45	1,400.00	40.00	144.00	9.07	.....	1,983.07	717.38	69	
Morenci.....	3	4,185.07	1,600.00	600.00	174.00	1.20	.....	1,973.20	2,206.87	35	
Nogales.....	3	6,368.06	1,600.00	.....	196.00	3.44	.....	2,401.44	2,966.64	45	
Phoenix.....	2	26,864.39	2,800.00	6,845.33	516.70	184.94	8,164.02	18,151.21	13,708.18	49	
Prescott.....	2	14,523.13	2,800.00	4,060.00	700.00	261.32	1,607.02	8,318.84	6,710.59	61	
Safford.....	3	2,023.36	1,100.00	40.00	140.00	1.44	.....	1,423.00	1,497.82	63	
Tempe.....	3	2,974.36	1,300.00	40.00	136.00	.....	.....	1,241.44	1,732.92	58	
Tombstone.....	3	1,111.62	500.00	.....	62.00	1.12	.....	83.12	418.50	61	
Tucson.....	2	15,700.19	2,500.00	8,700.00	590.00	175.72	1,749.46	8,629.18	10,070.01	46	
Wilcox.....	3	2,030.31	1,100.00	200.00	174.00	.....	.....	1,474.00	556.31	73	
Williams.....	3	3,893.39	1,500.00	400.00	49.00	6.32	.....	1,965.82	1,927.57	50	
Winslow.....	3	3,334.43	1,400.00	.....	186.75	8.06	.....	1,548.86	1,790.60	46	
Yuma.....	3	4,286.77	1,500.00	100.00	228.00	6.76	.....	1,933.76	2,406.01	43	
Total.....		120,267.95	20,900.00	19,071.92	4,467.72	672.46	6,421.02	60,983.02	69,134.40	47	

Arkansas	1,700.00	375.00	185.00	19.84	2,379.84	3,507.50	40
Arkadelphia	1,000.00	280.00	185.00	5.60	1,315.60	1,784.64	41
Arkansas City	1,000.00	40.00	170.00	4.00	1,314.00	1,784.64	42
Batesville	1,600.00	300.00	231.85	10.64	2,142.49	3,295.76	43
Bentonville	1,400.00	300.00	142.47	6.00	1,845.47	1,970.92	44
Blackrock	1,000.00	50.00	175.70	6.72	1,332.42	1,831.86	45
Brinkley	1,400.00	180.00	168.00	15.36	1,753.36	2,103.58	46
Camden	1,900.00	200.00	.....	29.28	2,129.28	2,518.56	47
Clarksville	1,500.00	300.00	236.50	6.24	1,722.74	1,668.24	48
Clarendon	1,200.00	299.99	165.70	3.12	1,668.24	1,835.46	49
Conway	1,100.00	50.00	175.70	6.72	1,332.42	1,831.86	50
Corning	1,550.00	.....	.....	3.95	1,618.95	1,624.02	51
Dardanelle	1,400.00	300.00	248.00	4.16	1,952.16	1,978.88	52
De Queen	1,200.00	129.90	217.35	5.92	1,538.17	1,776.21	53
Eldorado	1,200.00	500.00	196.00	4.06	1,890.06	1,972.32	54
Eureka Springs	2,000.00	1,500.00	410.00	45.35	3,955.35	4,092.85	55
Fayetteville	1,100.00	2,000.01	650.00	29.60	4,879.61	4,879.61	56
Fortyce	1,400.00	60.00	111.00	4.06	1,575.06	2,248.96	57
Fort Smith	1,600.00	145.78	300.00	11.38	2,087.14	2,278.89	58
Fort Smith	2,800.00	7,615.34	704.88	704.88	20,051.14	17,644.16	59
Hamberg	1,200.00	150.00	298.00	8.26	1,529.88	1,500.16	60
Harrison	1,400.00	600.00	176.70	2.45	2,297.12	2,445.61	61
Helena	2,800.00	2,898.37	386.34	36.34	4,784.71	6,876.49	62
Hope	1,600.00	400.00	242.75	15.92	2,268.67	2,854.62	63
Hot Springs	2,200.00	1,400.86	885.16	885.16	13,996.33	13,996.33	64
Huntington	2,000.00	300.00	152.00	7.28	1,239.28	1,239.28	65
Jonesboro	2,000.00	1,900.00	200.00	44.82	4,244.82	6,899.41	66
Junction	1,300.00	300.00	214.50	4.56	1,619.06	6,899.41	67
Little Rock	3,300.00	14,945.41	276.17	1,123.39	37,228.52	65,908.37	68
Lonoke	2,000.00	200.00	144.00	4.40	1,608.28	1,546.88	69
Magnolia	1,200.00	200.00	92.90	3.68	1,496.58	1,421.98	70
Malvern	2,989.59	300.00	101.55	6.73	1,608.28	1,831.81	71
Mammoth Spring	2,202.48	249.97	357.49	8.92	1,877.28	1,891.10	72
Marion	3,746.31	300.00	350.00	7.28	3,896.58	3,896.58	73
Marianna	6,756.39	70.00	300.00	19.44	2,869.44	2,869.44	74
Mena	8,784.20	250.00	272.00	6.40	1,928.40	1,928.40	75
Monticello	8,870.63	200.00	292.87	7.28	1,810.15	2,060.48	76
Morrilton	2,773.75	400.00	74.00	7.28	1,678.40	1,085.35	77
Nashville	8,128.25	1,100.00	236.00	22.96	8,288.96	4,864.29	78
Newport	2,751.78	1,000.00	164.96	5.60	1,270.56	1,431.12	79
Oceola	6,175.50	1,700.00	349.50	17.76	2,317.26	3,558.24	80

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ARKANSAS—continued.											
Texasarkans.....	2	\$31,100.22	\$2,700.00	\$6,086.65	.....	\$264.18	\$6,138.86	\$15,190.69	\$15,098.53	49	In Government building.
Vanburen.....	3	5,456.79	1,700.00	300.00	\$344.70	16.48	.....	2,361.18	3,086.61	43	
Walnutridge.....	3	2,554.99	1,200.00	.....	97.55	8.06	.....	1,305.63	1,249.36	51	
Warren.....	3	2,897.22	1,200.00	150.00	111.70	4.64	.....	1,466.34	1,520.88	49	
Wynne.....	3	2,892.36	1,400.00	190.00	127.00	.....	.....	1,717.00	1,175.26	59	
Total.....	.....	443,062.05	84,350.00	58,986.72	12,507.83	3,851.86	46,424.65	205,120.06	237,931.97	46	
CALIFORNIA.											
Alameda.....	2	33,889.34	2,700.00	4,224.46	900.00	467.71	8,230.86	16,583.03	17,306.91	49	
Anahelm.....	3	3,249.37	1,400.00	.....	121.16	20.22	.....	1,541.38	1,707.99	43	
Angela Camp.....	3	4,337.40	1,600.00	146.64	231.54	8.48	.....	2,049.66	2,287.74	47	
Antioch.....	3	2,366.56	1,100.00	30.00	164.00	6.24	.....	1,300.24	1,066.34	56	
Arcata.....	3	3,200.65	1,200.00	233.33	205.00	3.36	.....	1,641.69	1,554.96	51	
Arroyo Grande.....	3	1,591.56	750.00	20.00	110.44	1.84	.....	882.28	708.28	55	
Auburn.....	2	7,926.81	2,000.00	1,000.00	358.00	86.49	.....	3,394.49	4,582.32	43	
Avalon.....	3	894.61	350.00	.....	.....	3.68	.....	353.68	540.93	40	
Azusa.....	3	2,366.18	1,100.00	.....	177.95	3.36	.....	1,281.31	1,084.87	54	
Bakersfield.....	2	20,307.96	2,500.00	5,000.00	600.00	331.26	8,560.04	11,981.29	8,326.67	59	
Benicia.....	3	6,175.37	1,500.00	40.00	225.00	38.47	.....	1,803.47	3,371.90	35	
Berkeley.....	2	26,534.76	2,600.00	6,062.04	579.56	780.91	10,562.13	20,524.64	5,830.12	78	
Bodie.....	3	2,128.75	1,000.00	300.00	196.00	5.56	.....	1,496.56	682.19	70	
Callifoga.....	3	2,898.55	1,200.00	250.00	168.00	3.68	.....	1,621.68	1,266.87	56	
Campbell.....	3	2,511.34	1,100.00	100.00	133.85	5.04	.....	1,248.39	1,262.95	50	
Chico.....	2	10,351.16	2,100.00	2,100.00	419.90	19.62	.....	4,639.52	5,711.64	45	
Cloverdale.....	3	2,976.25	1,300.00	139.89	150.00	6.06	.....	1,596.97	1,380.28	54	
Colton.....	3	3,839.69	1,400.00	40.00	228.32	7.36	.....	1,675.68	2,164.01	44	
Colusa.....	3	6,569.08	1,700.00	.....	210.62	10.82	.....	1,920.94	3,648.14	34	
Corning.....	3	6,173.27	1,600.00	80.00	280.00	8.52	.....	1,913.52	3,259.75	37	
Corona.....	3	4,844.71	1,400.00	75.00	217.02	4.48	.....	1,696.50	3,146.21	36	
Corona O.....	3	4,876.27	1,700.00	360.00	170.00	18.24	.....	2,248.24	2,627.03	51	
Covina.....	3	3,806.10	1,300.00	.....	186.60	10.80	.....	1,497.40	1,806.70	45	
Crockett.....	3	2,569.05	1,200.00	.....	174.00	10.80	.....	1,384.80	1,174.25	54	
Dixon.....	3	3,729.83	1,500.00	.....	229.95	4.56	.....	1,784.51	1,996.32	40	
Dunnsmuir.....	3	2,961.27	1,300.00	.....	156.56	3.68	.....	1,460.24	1,501.08	46	
Escondido.....	3	3,104.54	1,300.00	150.00	205.00	4.88	.....	1,559.88	1,444.66	53	
Eureka.....	2	14,565.62	2,300.00	2,292.39	339.10	98.76	2,883.08	7,898.25	6,678.87	54	
Etua Mills.....	3	1,221.62	550.00	75.00	98.75	.....	.....	7,698.75	6,927.77	57	
Fernale.....	3	3,260.61	1,400.00	200.00	160.00	8.28	1,769.26	1,491.33	54	
Folsom City.....	3	1,254.60	550.00	40.00	184.00	3.64	581.04	678.56	54	

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CALIFORNIA—cont'd.											
Piedmont.....	3	\$4,980.07	\$1,600.00	.....	.....	\$64.56	.....	\$1,664.56	\$3,255.51	34	
Randolph.....	3	2,175.75	1,100.00	.....	.....	.....	.....	1,233.80	83.95	61	
Redding.....	2	1,000.00	2,000.00	\$1,532.50	.....	16.29	.....	1,548.79	5,031.88	44	
Redlands.....	2	1,000.00	2,000.00	1,000.00	420.00	30.24	.....	1,450.24	6,590.92	40	
Redwood City.....	2	20,910.74	2,500.00	3,837.82	5,000.00	135.86	\$4,244.07	11,281.85	9,628.89	54	
Riverdale.....	3	2,822.94	1,600.00	160.00	275.00	17.38	.....	2,052.36	2,299.98	47	
Riverdale.....	2	2,750.24	2,000.00	.....	128.25	2.86	.....	1,132.05	2,854.19	54	
Riverside.....	2	2,750.24	2,000.00	449.68	507.06	315.48	5,310.91	13,128.12	8,827.82	60	
Salinas.....	1	93,741.65	3,800.00	15,473.63	507.06	1,203.13	19,864.52	39,931.34	53,810.31	43	In Government building.
Salinas.....	3	5,237.83	1,700.00	40.00	480.00	9.36	.....	2,042.86	3,244.97	39	
San Bernardino.....	2	14,634.62	2,900.00	1,732.32	.....	85.01	.....	4,297.33	4,874.31	46	
San Diego.....	2	40,650.34	2,900.00	3,051.08	1.00	862.00	4,046.14	9,760.31	4,874.31	47	
San Francisco.....	1	201,840.01	6,000.00	7,703.13	.....	804.06	11,623.07	22,933.26	17,717.08	56	
San Francisco.....	3	2,518.63	1,100.00	251,083.46	20,590.38	16,235.79	253,983.35	552,872.98	648,967.03	46	Do.
San Jacinto.....	3	2,873.95	1,200.00	60.00	90.00	8.04	.....	1,263.04	1,265.59	50	
San Jose.....	3	59,508.71	8,100.00	13,276.71	234.07	2.96	.....	1,497.03	1,376.92	52	Do.
San Leandro.....	3	4,000.45	1,500.00	.....	212.00	959.85	19,430.91	95,797.47	22,741.24	62	
San Luis Obispo.....	3	8,160.76	1,900.00	238.86	400.10	13.44	.....	1,725.44	2,715.04	45	
San Mateo.....	3	5,162.83	1,600.00	202.00	202.00	28.40	.....	2,533.36	6,007.40	30	
San Pedro.....	3	3,285.96	1,300.00	50.00	158.00	13.92	.....	1,890.40	3,292.43	36	
San Rafael.....	3	10,999.82	2,100.00	1,400.00	350.25	76.78	.....	1,473.92	1,768.96	45	
Santa Ana.....	2	11,638.14	2,200.00	2,582.60	1.00	302.89	2,803.97	7,840.46	7,072.84	36	
Santa Barbara.....	2	22,409.25	2,500.00	8,782.60	560.00	352.04	5,621.04	12,836.44	9,172.84	67	
Santa Clara.....	3	6,702.36	1,700.00	.....	300.00	26.32	.....	2,028.32	4,674.04	57	
Santa Cruz.....	3	16,090.39	2,400.00	3,098.13	660.00	166.66	4,778.77	11,086.56	4,901.38	69	
Santa Maria.....	3	3,611.08	1,400.00	300.00	208.00	4.96	.....	1,653.96	1,967.07	46	
Santa Monica.....	3	6,985.78	1,700.00	300.00	296.00	36.16	.....	2,384.16	3,601.62	39	
Santa Paula.....	3	6,049.01	1,600.00	.....	214.00	6.92	.....	1,819.92	4,229.09	30	
Santa Rosa.....	2	16,361.38	2,400.00	2,899.44	582.00	228.72	4,277.00	10,387.16	5,974.22	63	
Sebastopol.....	3	2,680.02	1,400.00	.....	186.00	34.24	.....	1,680.24	3,069.78	35	
Selma.....	3	2,878.05	1,000.00	.....	138.80	4.16	.....	1,167.96	1,710.09	41	
Selma.....	3	4,791.98	1,600.00	.....	221.14	6.48	.....	1,827.62	2,964.36	38	
Soldiers' Home.....	3	3,061.98	1,400.00	120.00	116.00	2.80	.....	1,640.80	1,441.18	53	
Sonoma.....	3	3,566.51	1,400.00	.....	6.29	4.08	.....	1,410.49	2,155.02	39	
Sonoma.....	3	2,177.97	1,400.00	.....	175.00	4.08	.....	1,179.08	2,998.89	54	
South Pasadena.....	3	5,412.07	1,700.00	210.00	284.00	11.68	.....	2,186.08	3,226.99	40	
Stanford.....	3	4,469.81	250.00	.....	400.00	1.84	.....	261.84	2,967.97	41	
Stanford University.....	3	89,224.70	2,900.00	6,568.23	1,800.00	29.24	.....	2,029.28	2,966.80	41	
Sustan City.....	3	8,565.48	1,400.00	6,568.23	1,800.00	694.43	10,984.06	22,291.75	16,992.96	59	
						6.		2,301.45	1,181.15	62	Presidential, Apr. 1, 1902.

Susanville.....	3	2,278.84	1,100.00	150.00	144.00	1.84	1,395.84	883.00	61
Sutter Creek.....	3	2,770.96	1,300.00	100.00	106.00	4.96	1,299.56	1,299.56	54
Taylor.....	3	2,380.06	1,100.00	50.00	85.00	4.56	1,299.24	1,299.24	52
Tulare.....	3	5,822.26	1,700.00	100.00	226.00	6.24	2,081.08	8,191.21	37
Ukiah.....	3	5,152.46	1,700.00	800.00	960.00	8.24	2,088.24	8,484.22	40
Upland.....	3	5,806.83	1,700.00	800.00	810.00	16.24	2,326.24	8,480.09	40
Vale.....	3	2,782.08	1,100.00	.....	152.00	1.76	1,263.76	1,528.27	45
Vernalle.....	3	5,624.33	1,800.00	.....	260.00	6.64	2,066.64	8,557.69	37
Ventura.....	2	14,424.54	2,400.00	3,048.90	750.00	284.84	9,484.13	4,940.41	66
Visalia.....	2	7,708.71	1,900.00	354.40	354.40	18.32	2,482.72	5,275.99	32
Wasenville.....	2	10,169.21	2,200.00	2,200.00	100.00	24.83	5,383.14	4,805.45	53
Weaverville.....	2	11,537.99	2,200.00	3,044.36	890.00	280.03	7,383.76	4,144.85	64
Whittier.....	3	8,267.48	1,300.00	200.00	146.00	96	1,646.96	1,640.52	50
Willow.....	3	4,702.64	1,500.00	.....	180.00	11.76	1,691.76	3,010.88	38
Winters.....	3	8,561.39	1,400.00	150.00	223.05	6.40	1,773.45	1,781.94	50
Woodland.....	3	8,234.33	1,400.00	.....	228.05	2.64	1,630.64	1,603.69	50
Yreka.....	2	8,990.83	2,000.00	1,500.00	300.00	29.17	3,829.17	5,161.66	47
Yuba City.....	3	4,917.41	1,700.00	1,800.00	326.00	7.44	2,833.97	1,583.97	43
Yuba City.....	3	2,767.57	1,200.00	100.00	157.05	2.08	1,459.13	1,328.44	53
Total.....	.....	2,817,862.95	240,100.00	473,261.57	64,177.25	34,266.13	1,845,168.44	1,472,694.51	48
COLORADO.									
Alamogosa.....	3	4,241.64	1,500.00	150.00	284.00	4.96	1,984.00	2,307.64	46
Amethyst.....	3	3,074.27	1,400.00	80.00	358.00	21.19	1,842.96	1,231.31	60
Aspen.....	2	9,618.97	2,100.00	2,632.60	600.00	3.04	5,353.79	4,265.18	53
Blackhawk.....	3	2,752.27	1,200.00	50.00	200.00	3.04	1,453.04	1,299.23	53
Boulder.....	2	23,864.98	2,500.00	3,100.00	900.00	131.74	11,130.72	12,734.26	47
Breckenridge.....	3	3,994.22	1,500.00	.....	172.00	6.28	1,505.28	2,488.94	38
Buenavista.....	3	3,725.60	1,500.00	100.00	441.00	6.48	1,778.48	1,947.12	48
Canon City.....	3	15,861.31	2,400.00	2,967.50	342.00	168.08	9,294.59	6,586.72	59
Central City.....	3	6,344.38	1,800.00	700.00	381.00	23.27	2,871.27	3,473.11	45
Colorado City.....	3	8,066.89	1,700.00	300.00	331.00	41.19	2,422.19	5,644.20	30
Colorado Springs.....	1	101,057.98	8,300.00	18,137.55	2,800.00	990.23	40,946.87	60,109.11	41
Created Butte.....	2	2,065.12	1,000.00	50.00	166.00	1.20	1,217.20	947.92	59
Cripple Creek.....	2	27,868.57	2,800.00	6,132.78	156.67	250.03	15,070.07	12,818.50	54
Del Norte.....	3	3,003.47	1,400.00	80.00	172.00	6.36	1,657.36	1,346.11	55
Delta.....	3	4,921.48	1,600.00	820.00	192.15	4.88	2,117.03	2,804.45	43
Denver.....	1	567,962.41	4,000.00	82,713.68	1,258.73	6,412.21	192,448.50	\$75,503.91	34
Durango.....	2	13,418.15	2,300.00	2,684.77	720.00	151.47	8,106.41	5,311.74	60
Easton.....	3	3,240.47	1,100.00	.....	154.15	4.16	1,283.31	1,947.16	40
Florence.....	2	9,550.42	2,100.00	1,000.00	61.67	38.98	3,200.60	6,349.82	34
Fort Collins.....	2	11,752.84	2,200.00	2,744.85	500.00	298.13	7,965.90	3,785.94	68
Fort Morgan.....	3	3,459.90	1,300.00	200.00	262.74	4.88	1,707.62	1,732.28	49
Georgetown.....	3	8,423.46	1,400.00	200.00	249.50	10.48	1,859.98	1,563.48	64
Gillett.....	3	1,135.28	1,100.00	.....	350.00	88	1,450.88	315.60	128
Glenwood Springs.....	3	6,017.85	1,800.00	90.00	820.00	20.88	2,880.88	3,896.97	39
Golden.....	3	6,170.07	1,700.00	.....	374.45	18.16	2,028.61	4,041.46	83
Goldfield.....	3	1,824.46	1,500.00	.....	170.00	6.32	1,680.32	3,866.96	127
Grand Junction.....	3	11,933.17	2,300.00	2,948.88	864.00	104.31	7,241.54	4,691.63	61
Greeley.....	2	16,069.41	2,900.00	2,600.00	600.00	130.15	7,275.72	8,783.69	46

In Government building.

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1909.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
COLORADO—continued.											
Gunnison.....	3	\$4,344.30	\$1,600.00	\$100.00	\$105.42	\$6.32	.....	\$1,812.74	\$2,531.56	42	
Idaho Springs.....	3	2,281.70	1,900.00	86.60	158.96	21.82	.....	7,114.28	7,114.28	23	
Independence.....	3	8,098.31	1,900.00	60.00	84.00	3.82	.....	1,247.47	8,321.89	60	
Lafayette.....	3	8,908.84	1,900.00	1,000.00	831.00	16.24	.....	3,247.92	5,661.40	38	
Lake City.....	3	3,141.11	1,400.00	140.00	170.00	5.04	.....	1,715.04	1,426.07	55	
Lamar.....	3	5,167.04	1,600.00	150.00	161.00	7.12	.....	1,919.12	3,247.92	37	
Las Animas.....	3	3,379.83	1,400.00	.....	151.40	3.68	.....	1,555.08	1,824.75	46	
Leadville.....	3	29,085.85	2,800.00	6,349.20	900.00	148.17	\$3,443.19	13,640.56	15,396.29	47	
Longmont.....	2	8,107.97	2,100.00	1,500.00	600.00	20.99	.....	4,220.99	8,886.98	52	
Loveland.....	2	7,884.44	1,600.00	1,000.00	850.00	11.36	.....	2,061.36	5,823.08	26	
Manitou.....	3	6,071.72	1,700.00	1,000.00	841.90	36.48	.....	3,078.38	2,993.34	51	
Meeker.....	3	2,585.90	1,000.00	200.00	170.00	1.04	.....	1,871.04	1,182.86	54	
Montevista.....	3	5,020.62	1,600.00	.....	294.00	7.20	.....	1,901.20	3,119.42	38	
Montrose.....	3	6,207.15	1,700.00	.....	55.50	5.68	.....	1,761.18	4,445.97	36	
Oursay.....	3	6,914.31	1,900.00	300.00	300.00	12.96	.....	2,512.96	4,401.35	36	
Pueblo.....	3	76,149.76	3,200.00	15,537.87	.....	850.22	15,976.26	35,563.85	40,586.91	47	In Government building.
Rico.....	3	2,274.97	1,100.00	90.00	232.50	2.16	.....	1,424.66	880.31	63	
Rockyford.....	2	10,809.26	2,000.00	1,000.00	256.20	25.51	.....	3,283.71	7,525.57	30	
Salida.....	2	10,378.12	2,000.00	1,900.00	600.00	48.78	.....	4,643.78	5,834.34	44	
Silverton.....	3	8,788.73	1,700.00	800.00	180.00	11.62	.....	2,191.62	6,602.21	25	
Sterling.....	3	4,790.45	1,600.00	160.00	290.00	4.08	.....	2,054.08	2,736.37	43	
Telluride.....	3	9,222.90	2,400.00	1,480.98	480.00	19.73	.....	3,980.71	5,242.19	43	
Trinidad.....	2	17,631.53	2,400.00	2,534.24	876.00	56.32	3,773.54	9,641.10	8,040.43	55	
Victor.....	2	16,791.66	2,500.00	4,238.86	600.00	178.65	2,598.88	10,117.34	6,674.32	60	
Walsenburg.....	3	3,624.05	1,400.00	200.00	168.00	5.60	.....	1,773.60	1,850.45	49	
Total.....	.....	1,144,083.06	96,000.00	168,281.86	20,962.98	10,829.63	180,399.88	457,973.75	686,059.33	40	
CONNECTICUT.											
Ansonia.....	2	20,705.28	2,600.00	2,563.06	985.19	831.29	6,398.56	12,818.08	7,887.20	62	
Bethel.....	3	3,942.96	1,500.00	140.00	228.61	20.08	.....	1,888.69	2,053.67	46	
Brantford.....	3	6,071.04	1,700.00	70.00	286.00	31.62	.....	2,097.62	3,973.52	35	
Bridgeport.....	3	144,569.55	8,400.00	23,276.81	862.73	2,622.80	38,456.44	71,511.78	73,057.77	49	
Bridgewater.....	3	5,576.60	1,700.00	190.00	190.00	4.40	.....	1,894.40	3,681.20	34	
Bristol.....	2	18,505.57	2,400.00	2,800.00	826.49	315.69	8,491.84	9,827.48	8,679.14	53	
Canaan.....	3	8,804.51	1,400.00	200.00	290.00	6.88	.....	1,843.37	1,761.14	51	
Chester.....	3	2,706.86	1,200.00	.....	144.24	10.00	.....	1,854.24	1,441.12	45	
Clinton.....	3	3,042.04	1,800.00	126.00	16.56	1,442.56	1,599.48	47	
Chiltonville.....	3	6,260.68	1,500.00	60.00	296.00	1.76	1,517.76	4,742.92	39	

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No. 9.—*Tabulation by States and Territories of the number of fourth-class post-offices, according to the amount of postmaster's compensation, for the fiscal year ended June 30, 1902.*

States and Territories.	\$50.00 or less.	\$50.01 to \$100.	\$100.01 to \$200.	\$200.01 to \$500.	\$500.01 to \$1,000.	Total.
Alabama.....	1,237	563	388	299	77	2,564
Alaska.....	35	20	12	6	6	79
Arizona.....	30	59	70	48	13	220
Arkansas.....	781	499	375	241	84	1,980
California.....	187	286	429	428	178	1,508
Colorado.....	142	137	175	165	95	714
Connecticut.....	9	49	83	147	84	372
Delaware.....	26	33	21	33	14	127
District of Columbia.....	0	2	1	1	0	4
Florida.....	289	285	282	212	45	1,113
Georgia.....	1,214	606	394	308	116	2,638
Guam.....	1	0	0	0	0	1
Hawaii.....	18	10	9	31	15	83
Idaho.....	116	105	115	94	33	463
Illinois.....	292	463	461	604	369	2,189
Indiana.....	347	489	423	395	186	1,840
Indian Territory.....	139	180	135	125	42	671
Iowa.....	140	306	315	414	345	1,520
Kansas.....	274	232	300	348	222	1,376
Kentucky.....	1,454	791	542	296	81	3,164
Louisiana.....	346	295	261	273	63	1,238
Maine.....	117	262	347	309	108	1,143
Maryland.....	173	287	296	215	59	1,029
Massachusetts.....	19	55	181	276	165	646
Michigan.....	222	444	472	465	220	1,823
Minnesota.....	298	354	340	311	197	1,500
Mississippi.....	947	475	358	223	88	2,091
Missouri.....	668	803	577	444	227	2,719
Montana.....	108	110	102	115	40	475
Nebraska.....	193	176	128	211	205	913
Nevada.....	48	47	38	33	13	179
New Hampshire.....	38	83	132	166	65	494
New Jersey.....	43	141	194	267	136	781
New Mexico.....	72	96	95	66	19	350
New York.....	327	632	782	961	447	3,149
North Carolina.....	1,730	649	446	258	96	3,179
North Dakota.....	202	152	128	120	76	678
Ohio.....	472	742	685	729	265	2,893
Oklahoma.....	161	214	197	128	69	769
Oregon.....	234	194	202	170	56	856
Pennsylvania.....	705	1,218	1,233	1,174	400	4,730
Porto Rico.....	2	9	20	31	10	72
Rhode Island.....	8	19	23	47	30	127
Samoa.....	0	0	0	1	0	1
South Carolina.....	606	300	204	178	49	1,337
South Dakota.....	171	128	113	115	91	618
Tennessee.....	1,393	637	368	249	82	2,729
Texas.....	721	778	781	585	214	3,029
Utah.....	51	73	89	77	36	266
Vermont.....	38	78	141	189	60	506
Virginia.....	1,149	1,168	822	429	107	3,675
Washington.....	214	163	194	216	74	861
West Virginia.....	727	563	414	306	81	2,091
Wisconsin.....	283	406	396	398	178	1,661
Wyoming.....	70	82	85	57	16	310
Total.....	19,287	16,910	15,313	13,337	6,047	71,494

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALABAMA.											
Alexander City.....	3	\$4,989.81	\$1,600.00	\$225.00	\$154.00	\$7.04	.....	\$1,988.04	\$3,001.77	40	
Aniston.....	2	16,389.02	7,500.00	8,100.00	105.00	873.36	\$5,682.07	12,080.43	7,808.59	62	
Atchaf.....	2	2,317.45	1,200.00	100.00	150.00	10.86	.....	1,630.86	1,886.59	74	
Atalla.....	3	2,149.11	1,100.00	387.50	86.00	18.16	.....	1,631.20	1,517.91	74	
Atum.....	3	2,247.61	1,400.00	50.00	141.79	12.24	.....	1,594.08	1,653.53	49	
Babine.....	3	10,434.28	3,900.00	50.00	528.50	64.79	.....	4,543.28	5,890.99	22	
Birmingham.....	1	145,352.36	3,400.00	18,477.89	38.54	1,583.50	22,283.92	45,733.85	99,618.51	31	In Government building.
Blocton.....	3	8,072.86	1,400.00	40.00	186.00	11.12	.....	1,587.12	2,485.74	52	
Brewton.....	3	8,758.61	1,500.00	50.00	194.58	15.85	.....	1,761.44	2,997.17	46	
Cullman.....	3	8,916.55	1,500.00	820.00	134.35	7.20	.....	2,417.55	3,504.41	50	
Decatur.....	3	5,694.37	1,400.00	150.00	300.00	47.08	.....	2,107.08	3,587.29	40	
Demopolis.....	3	5,306.55	1,700.00	200.00	148.00	18.16	.....	2,064.16	3,242.39	38	
Dothan.....	3	5,673.97	1,600.00	500.00	265.15	37.12	.....	2,422.27	3,251.70	39	
Etaley.....	3	7,418.35	1,700.00	.....	273.51	52.64	.....	2,126.25	5,292.11	43	
Etula.....	3	6,620.77	1,800.00	200.00	200.00	35.44	.....	2,825.44	4,195.33	38	
Etula.....	3	8,078.30	1,900.00	280.00	102.00	13.68	.....	1,695.68	1,382.62	55	
Evergreen.....	3	8,811.77	1,400.00	500.00	180.90	14.15	.....	2,095.06	1,716.71	55	
Florence.....	3	9,275.26	2,100.00	1,240.22	208.00	53.62	.....	2,995.86	4,549.38	48	
Fort Payne.....	2	1,950.75	1,000.00	300.00	164.00	5.36	.....	4,423.88	4,491.37	75	
Gadsden.....	3	7,180.69	1,900.00	200.00	388.00	43.60	.....	1,469.86	4,649.29	35	
Greensboro.....	3	8,928.74	1,500.00	.....	380.00	18.16	.....	2,581.60	2,089.58	48	
Greenville.....	3	4,572.05	2,400.00	324.91	274.71	33.32	.....	1,898.16	2,673.89	49	
Huntsville.....	2	17,678.78	2,400.00	.....	142.00	208.22	5,710.35	2,708.08	6,110.65	65	
Jasper.....	3	2,475.68	1,000.00	60.00	150.00	6.96	.....	1,208.96	1,266.72	51	
Lafayette.....	3	2,258.08	1,400.00	150.00	145.60	14.72	.....	1,290.32	1,587.71	53	
Lafayette.....	3	2,843.82	1,100.00	60.00	100.00	9.12	.....	1,298.12	1,545.70	54	
Lafayette.....	3	2,843.82	1,100.00	60.00	100.00	9.12	.....	1,298.12	1,545.70	54	
Marion.....	3	4,001.35	1,500.00	76.00	129.49	8.88	.....	1,298.37	2,702.97	51	
Mobile.....	3	88,771.07	3,300.00	15,143.44	179.80	15.04	.....	1,770.84	2,280.51	44	
Montevallo.....	3	1,056.13	550.00	.....	66.95	4.32	.....	87,305.60	51,464.47	42	In Government building.
Montgomery.....	3	76,105.75	3,200.00	10,544.57	.....	965.88	12,790.40	621.27	43,434.86	42	Presidential, Jan. 1, 1902.
New Decatur.....	3	6,899.48	1,700.00	.....	350.00	64.47	.....	27,500.80	48,604.66	59	In Government building.
Opelika.....	3	9,215.85	2,000.00	1,286.59	455.00	62.36	.....	3,808.96	5,785.01	38	
Oxford.....	3	2,126.08	1,100.00	800.00	138.83	9.28	.....	1,639.11	5,411.90	41	
Oak.....	3	2,606.31	1,100.00	800.00	170.19	8.96	.....	1,679.15	1,027.16	77	
Pratt City.....	3	3,580.05	1,400.00	26.25	216.36	24.72	.....	1,667.33	1,912.72	61	
Prattville.....	3	2,446.20	1,100.00	50.00	141.06	9.06	.....	1,300.11	1,146.09	48	
Russellville.....	3	2,280.50	1,100.00	200.00	115.00	3.76	.....	1,418.76	861.74	63	
Scottsboro.....	3	2,308.21	1,100.00	277.50	86.91	6.32	.....	1,473.73	884.48	64	
Selma.....	3	25,821.21	2,600.00	4,200.00	1,148.08	202.93	4,707.13	12,568.09	12,993.12	50	
Shelfield.....	2	4,244.77	1,500.00	1,100.00	114.25	24.40	1,788.65	2,506.12	41	

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In Government building.
Presidential, Jan. 1, 1902.
In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
FLORIDA—continued.											
Tampa.....	2	\$38,855.93	\$2,800.00	\$7,175.19	\$1,200.00	\$701.02	\$6,925.52	\$18,801.73	\$20,054.20	48	
Titusville.....	3	2,914.54	1,200.00	110.00	275.85	17.84	.....	1,703.85	1,210.68	58	
West Palm Beach.....	3	7,641.01	1,600.00	500.00	174.00	47.82	.....	2,321.92	5,319.09	30	
Total.....		399,012.35	62,900.00	54,914.37	8,476.40	8,715.62	33,441.57	163,448.96	205,563.39	44	
GEORGIA.											
Albany.....	2	11,700.92	2,200.00	8,408.14	600.00	265.78	2,682.88	9,105.30	2,594.62	78	
Americus.....	2	12,321.53	2,800.00	2,201.65	1,000.00	140.48	8,710.49	9,352.63	2,968.90	76	
Athens.....	2	21,906.23	2,800.00	2,995.00	600.00	245.11	4,299.43	10,639.54	11,266.69	49	
Atlanta.....	1	415,392.04	8,800.00	61,376.75	.....	4,362.03	60,594.09	130,124.87	285,267.17	31	In Government building.
Augusta.....	3	67,761.61	8,200.00	11,100.00	.....	886.15	18,219.44	33,415.59	34,346.02	49	Do.
Bainbridge.....	3	6,501.56	1,700.00	1,000.00	305.73	87.12	.....	2,642.85	3,857.71	41	
Barnesville.....	3	5,382.82	1,700.00	160.00	180.00	24.98	.....	2,064.96	3,317.86	33	
Blakely.....	3	1,354.94	600.00	.....	80.00	4.40	.....	2,684.40	6,670.54	51	Presidential, Jan. 1, 1902
Brunswick.....	2	16,364.09	2,400.00	2,516.30	831.44	99.31	4,027.59	9,875.24	6,488.85	60	
Buford.....	2	3,666.17	1,400.00	60.00	91.02	8.55	.....	1,559.58	2,006.59	44	
Carrollton.....	3	3,997.55	1,500.00	400.00	225.00	16.56	.....	2,139.58	1,857.97	54	
Cartersville.....	3	5,459.17	1,700.00	500.00	325.00	46.00	.....	2,571.00	2,888.17	47	
Cedartown.....	3	8,108.08	1,600.00	2,800.00	460.00	27.82	.....	2,267.92	2,890.11	45	
Columbus.....	2	38,108.51	2,800.00	5,588.16	.....	787.71	9,074.42	18,245.29	19,864.22	48	In Government building.
Conyers.....	2	1,701.43	760.00	488.91	119.25	7.12	.....	1,360.26	2,841.15	80	Presidential, Oct. 1, 1901.
Cordele.....	2	8,692.29	2,000.00	1,000.00	206.38	49.80	.....	8,421.42	6,170.87	40	
Covington.....	2	3,631.54	1,400.00	200.00	206.38	20.06	.....	1,825.46	1,736.08	51	
Cuthbert.....	3	4,250.80	1,500.00	287.50	240.80	19.40	.....	1,997.10	2,253.70	47	
Dalhousie.....	3	1,624.08	1,000.00	200.00	66.00	2.80	.....	1,268.80	3,355.28	78	
Dalton.....	3	8,788.31	2,000.00	1,000.00	420.00	63.54	.....	3,488.54	6,294.77	40	
Darien.....	3	1,989.06	1,100.00	.....	188.73	6.96	.....	1,245.69	7,433.87	63	
Dawson.....	3	4,988.70	1,600.00	388.38	380.00	26.00	.....	2,314.88	2,674.82	46	Presidential, Apr. 1, 1902.
Decatur.....	3	617.44	250.00	.....	86.16	4.26	.....	290.42	3,327.02	47	
Dublin.....	3	7,280.71	1,800.00	260.00	820.00	85.12	.....	2,415.12	4,865.59	33	
Eastman.....	3	8,686.71	1,400.00	40.00	139.00	15.20	.....	1,694.20	2,092.51	48	
Eastpoint.....	3	1,884.74	500.00	.....	50.50	3.04	.....	1,583.54	1,881.20	29	Presidential, Jan. 1, 1902.
Elkton.....	3	8,024.06	1,800.00	100.00	184.78	11.60	.....	1,596.33	1,427.73	53	
Ellenton.....	3	5,181.44	1,600.00	250.00	220.00	28.82	.....	2,098.82	3,083.62	40	
Fitzgerald.....	3	6,919.87	1,400.00	600.00	56.00	21.12	.....	2,277.12	3,642.75	33	
Forsyth.....	3	8,915.23	1,400.00	50.00	147.25	31.48	.....	1,616.08	2,294.80	41	
Fort Valley.....	3	3,764.98	1,300.00	800.00	201.20	20.96	2,022.16	1,742.82	54	
Gainesville.....	3	8,617.10	1,900.00	900.00	358.00	72.00	5,286.00	3,331.10	38	

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1908.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IDAHO.											
Blackfoot	3	\$4,501.96	\$1,500.00	\$500.00	\$292.00	\$9.68	\$2,801.68	\$2,200.28	51	Presidential, Oct. 1, 1901.
Boise	2	26,905.31	2,600.00	4,472.60	1,064.28	402.38	\$4,140.42	12,699.68	13,205.63	49	
Burke	3	1,437.08	825.00	.....	123.00	.....	.....	948.00	489.08	66
Caldwell	3	4,651.68	1,600.00	620.00	277.00	4.24	.....	2,501.24	2,150.44	54
Coner o' Alene	3	2,615.06	1,000.00	.....	164.00	8.52	.....	1,167.52	1,447.54	45
Genesee	3	2,290.11	1,100.00	.....	177.45	1.92	.....	1,279.37	1,010.74	56
Grangeville	3	3,264.62	1,500.00	350.00	160.00	8.04	.....	2,013.04	1,251.46	62
Hailey	3	3,731.62	1,400.00	100.00	228.00	.....	.....	1,728.00	2,003.62	46
Idaho Falls	3	6,518.76	1,700.00	618.31	300.00	6.64	.....	2,624.95	3,898.83	40
Lewiston	2	10,776.14	2,300.00	2,116.30	460.00	21.78	.....	4,898.08	5,877.06	45
Montpelier	3	3,222.20	1,400.00	500.00	156.35	3.52	.....	2,069.87	1,162.33	64
Moscow	2	10,072.80	2,100.00	2,848.92	380.00	13.49	.....	4,822.41	5,249.39	48
Mountainhome	3	2,896.77	1,200.00	300.00	95.60	8.84	.....	1,600.44	1,296.33	55
Mullan	3	2,436.81	1,100.00	.....	100.00	.....	.....	1,200.00	1,236.81	49
Nampa	3	3,656.18	1,300.00	300.00	241.25	2.48	.....	1,843.74	1,812.44	50
Payette	3	3,662.11	1,300.00	120.00	172.55	1.76	.....	1,694.31	1,967.80	45
Pocatello	2	13,436.72	2,200.00	1,702.98	417.95	87.04	.....	4,337.92	9,078.80	32
Rexburg	3	1,806.81	750.00	41.89	19.60	1.60	.....	812.59	986.22	54
St. Anthony	3	3,889.09	1,200.00	800.00	235.00	3.68	.....	2,238.68	1,650.41	58
Salmon	3	3,845.39	1,400.00	250.00	190.00	.....	.....	1,846.00	1,499.39	55
Silver City	3	2,737.00	1,300.00	.....	130.00	95	.....	1,480.95	1,256.04	54
Wallace	2	3,255.89	2,000.00	1,000.00	492.19	10.95	.....	3,503.14	4,732.75	42
Wardner	3	4,478.67	1,600.00	.....	360.00	7.28	.....	1,967.28	2,511.39	44
Weiser	3	6,218.06	1,700.00	600.00	37.00	8.72	.....	2,346.72	3,871.34	38
Total	.....	135,672.46	36,075.00	16,740.45	6,330.23	545.52	4,140.42	63,894.62	71,887.84	47
ILLINOIS.											
Abingdon	3	4,652.50	1,600.00	29.99	351.00	7.12	1,963.11	2,684.39	42	Do.
Albion	3	3,025.21	1,300.00	.....	324.36	8.92	.....	1,435.28	1,689.93	47
Aledo	3	6,704.64	1,700.00	100.00	208.00	6.95	.....	2,040.08	4,664.56	30
Alexis	3	3,023.94	1,200.00	.....	305.00	1.60	.....	1,504.60	1,717.34	43
Alton	3	2,730.61	1,200.00	69.99	200.00	4.95	.....	1,504.96	1,225.66	52
Amoy	3	28,446.25	2,700.00	4,140.49	900.09	805.90	6,595.92	14,696.40	13,653.85	52	
Anna	3	6,716.19	1,500.00	200.00	277.00	7.04	.....	1,984.04	1,731.15	53
Arco	3	6,459.61	1,700.00	300.00	242.88	13.28	.....	2,236.16	4,223.43	33
Arthur	3	2,902.48	1,100.00	50.00	331.00	10.24	.....	2,091.24	4,808.87	38
Ashtab	3	2,810.81	1,100.00	40.00	96.51	8.52	.....	1,237.53	1,664.65	43
Ashley	3	2,416.82	1,200.00	40.00	131.97	8.12	.....	1,892.12	1,064.70	57

	Presidential Jan. 1, 1902.	In Government building. Presidential Jan. 1, 1902. Presidential Apr. 1, 1902.	In Government building	Do.	Do.
55	482.30	587.56			
47	1,700.38	1,595.76			
54	1,110.84	1,691.56			
47	1,580.82	1,580.82			
53	1,540.82	1,540.82			
68	1,573.16	1,573.16			
50	24,798.01	25,017.83			
58	26,070.90	26,070.90			
64	176.27	289.66			
48	1,718.79	1,602.48			
50	8,142.84	8,228.88			
36	4,406.50	2,449.40			
79	8,698.85	13,758.21			
68	4,890.45	9,350.05			
60	1,677.69	1,637.08			
50	1,799.42	1,776.32			
52	1,245.55	1,346.00			
45	33,202.88	26,856.44			
56	6,534.98	7,077.72			
51	1,228.98	1,264.08			
38	3,109.42	1,865.66			
36	1,554.10	1,428.52			
57	235.75	1,244.20			
48	1,527.36	1,468.80			
26	5,969.08	2,343.92			
44	2,446.31	15,607.99			
52	1,787.84	1,787.84			
52	1,170.70	1,261.07			
56	7,184.33	9,278.49			
29	6,162.25	2,508.68			
52	2,476.72	2,476.72			
38	1,449.00	1,562.68			
44	8,146.16	2,440.80			
45	2,766.41	2,226.48			
68	301.90	1,552.70			
36	1,785.38	1,605.20			
47	1,529.32	10,002.37			
54	942.46	1,121.04			
54	12,163.64	14,394.37			
76	3,246.07	9,846.07			
51	1,408.50	1,486.98			
51	1,911.51	1,683.32			
47	2,070.44	2,162.88			
51	6,511.314.50	3,065.138.75			
36	5,962.78	6,198.74			
51	2,145.20	1,728.26			
48	1,265.47	1,147.53			
50	863.27	1,318.72			
76	2,423.06	7,613.45			
58	1,122.10	1,560.91			
51	1,311.19	1,898.64			
56	56	56			
47	5.76	5.76			
54	4.56	4.56			
47	6.32	6.32			
53	8.38	8.38			
68	2.16	2.16			
50	407.61	12,710.22			
58	407.61	407.61			
64	75.00	75.00			
48	98.26	98.26			
50	198.00	198.00			
36	600.00	600.00			
79	853.00	91.40			
68	780.00	189.52			
60	400.00	49.04			
50	400.00	8,965.37			
52	249.96	7.04			
45	171.60	4.72			
56	144.00	2.00			
51	819.84	438.56			
38	162.80	99.63			
57	187.80	2.08			
48	126.00	7.76			
26	123.12	3.52			
44	353.32	8.20			
52	15.60	5.68			
56	357.55	15.60			
44	5.84	387.55			
52	157.87	5.84			
56	600.00	8.20			
29	196.00	3,541.43			
52	460.00	27.68			
38	155.00	16.			

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Colchester.....	3	\$3,514.28	\$1,500.00	\$20.00	\$167.64	\$0.88		\$1,683.52	\$1,825.76	45	
Collax.....	3	2,775.90	1,500.00		238.83	2.24		1,541.07	1,234.95	56	
Collinsville.....	3	5,949.49	1,500.00		232.00	9.26		1,761.28	2,188.21	46	
Cuba.....	3	433.61	1,500.00		40.00	3.32		1,230.32	113.29	72	
Dallas City.....	3	2,943.87	1,500.00		98.00	2.36		1,230.36	137.50	49	
Danville.....	3	2,716.89	1,500.00	5,841.29		400.22	\$10,678.17	19,133.63	17,836.26	63	
Decatur.....	3	3,327.89	1,500.00	5,943.91		264.61	12,320.12	26,133.94	38,438.26	41	
Delaware.....	1	1,438.09	1,500.00	2,300.00	300.00	286.91	5,461.70	1,361.74	8,749.60	52	
Delavan.....	3	2,840.04	1,500.00		84.00	7.76		12,383.39	10,246.85	42	
Dixon.....	3	3,775.42	1,500.00	3,100.00	207.45	883.81	5,560.08	1,207.45	1,635.97	59	
Downers Grove.....	3	4,584.64	1,500.00		225.00	7.36		1,207.36	2,952.28	38	
Duquoin.....	3	6,476.83	1,500.00	60.00	325.00	13.44		2,226.44	4,250.39	35	
Duquoin.....	3	13,025.87	2,200.00	1,948.92	420.00	18.44		4,457.76	8,438.11	34	
East St. Louis.....	3	4,528.47	1,500.00	1,850.00	214.05	5.44		2,689.49	2,458.98	46	
East St. Louis.....	3	39,292.23	2,700.00	6,312.77	1,528.82	887.66	12,960.97	24,337.22	14,955.01	62	Presidential, Apr. 1, 1902.
Edwardsville.....	3	3,475.35	250.00		21.00	537.56		271.56	4,003.79	57	
Edwardsville.....	3	5,880.34	1,800.00	50.00	325.00	28.76		2,198.76	4,681.58	32	
Elgin.....	3	8,597.10	2,000.00	1,800.00	600.00	112.67		4,312.67	4,284.43	52	
Elgin.....	3	2,197.85	1,000.00	200.00	164.00	3.04		1,367.04	880.81	62	
Elkhart.....	3	84,022.44	8,200.00	10,582.61	1,318.26	897.97	12,132.26	28,091.68	55,931.35	33	
Elmhurst.....	1	8,365.51	2,000.00	1,000.00	400.00	20.56		8,420.56	4,944.95	41	
Elmhurst.....	3	4,377.66	1,500.00		251.94	6.72		1,948.71	2,518.95	42	
Elmwood.....	3	4,234.02	1,500.00	40.00	300.00	6.96		1,846.96	2,387.06	44	
Erie.....	3	1,133.82	1,500.00	12.49	87.00	8.88		1,901.37	2,333.46	53	
Eureka.....	3	4,335.75	1,600.00		294.00	7.60		1,901.37	2,434.38	44	
Evansville.....	3	48,975.75	8,100.00	9,013.58	1,500.00	1,563.61	18,719.38	33,866.58	15,079.17	69	
Fairbury.....	1	6,689.75	1,800.00		265.00	13.52		2,139.52	4,550.23	32	
Fairfield.....	3	5,134.54	1,700.00	60.00	300.00	8.64		2,023.40	3,151.14	39	
Farmer City.....	3	4,468.19	1,600.00		322.00	8.64		1,860.64	2,587.55	43	
Farmington.....	3	8,157.83	1,400.00	100.00	195.00	5.36		1,641.36	1,546.47	51	
Flora.....	3	4,987.83	1,600.00	40.00	260.00	12.24		1,992.24	2,995.09	41	
Forest.....	3	1,616.94	1,750.00	30.00	96.26	2.88		1,852.14	734.80	55	
Forest.....	3	2,043.22	1,100.00	70.00	169.00	1.60		1,340.60	702.62	66	
Fort Sheridan.....	3	2,001.81	1,500.00		4.08	15.72		1,770.80	1,296.01	38	Do.
Franklin Grove.....	3	3,949.89	1,500.00		348.00	2.82		1,850.82	2,099.07	47	
Freeport.....	3	37,299.55	2,800.00	5,710.87	1,000.00	265.80	\$,416.11	18,213.78	19,086.77	49	
Fulton.....	3	1,553.90	1,600.00	90.00	276.68	9.28		1,974.96	2,068.94	43	
Galesburg.....	3	10,527.46	2,200.00	2,600.00		23.80		4,628.40	6,778.70	46	
Galesburg.....	3	42,714.71	1,700.00	8,296.95	605.00	685.97	11,617.74	29,473.60	19,246.08	53	
Galva.....	3	6,766.42	1,700.00	110.00	354.15	11.24		2,173.48	4,592.98	53	In Government building.

Gardner.....	2,219.66	1,100.00	100.00	138.00	3.20	1,341.20	878.46	60
Geneseo.....	8,680.56	1,900.00	100.00	460.00	84.68	2,644.68	6,065.88	29
Geneva.....	6,212.04	1,700.00	.....	251.98	18.08	1,970.08	4,241.96	32
Genoa.....	1,895.12	1,000.00	38.47	156.42	4.24	1,199.13	3,685.99	63
Gibson City.....	6,090.95	1,700.00	80.00	331.00	11.68	2,122.68	3,968.27	35
Gilman.....	8,350.20	1,800.00	100.00	117.00	6.56	1,523.56	1,826.64	45
Gilard.....	8,462.99	1,400.00	.....	272.00	4.40	1,676.40	1,786.59	48
Goldsboro.....	2,523.88	1,100.00	170.00	219.00	3.68	1,492.68	1,080.70	59
Grafton.....	885.82	550.00	.....	52.48	1.52	603.96	281.87	68
Granite.....	6,111.82	1,500.00	.....	123.40	23.60	1,647.00	4,464.82	27
Grayville.....	8,247.44	1,400.00	40.00	197.87	7.04	1,644.91	1,602.53	51
Greenfield.....	2,548.20	1,100.00	130.00	165.00	2.64	1,397.64	1,150.56	55
Greenville.....	2,404.98	1,100.00	70.00	117.28	5.52	1,292.78	1,112.15	54
Grigsbyville.....	10,783.26	2,100.00	1,400.00	660.00	39.19	4,199.19	6,584.07	39
Hamilton.....	8,123.53	1,400.00	60.00	228.00	4.16	1,692.16	1,431.37	54
Harrisburg.....	2,255.23	1,100.00	.....	244.32	3.76	1,348.08	907.15	60
Harvard.....	8,416.88	1,400.00	300.00	279.00	1.68	1,966.68	1,430.20	58
Harvey.....	8,398.35	1,900.00	700.00	268.00	14.56	2,872.56	5,485.79	34
Harvey.....	12,872.85	2,800.00	2,466.58	500.00	8,178.87	8,617.45	4,255.40	67
Havana.....	6,318.66	1,800.00	170.00	416.00	16.48	2,402.48	8,916.18	38
Henry.....	4,990.69	1,600.00	60.00	234.00	5.76	1,899.76	8,060.93	38
Herrin.....	565.36	275.00	25.00	24.00	1.36	325.36	240.00	58
Highland.....	6,309.46	1,500.00	164.00	164.00	5.68	1,669.68	4,639.78	26
Highland Park.....	8,135.99	1,900.00	310.00	310.00	55.76	2,265.76	5,870.23	28
Highwood.....	3,074.91	1,100.00	.....	135.07	4.80	1,239.87	1,835.04	40
Hillsboro.....	6,132.16	1,600.00	240.00	240.00	8.80	1,848.80	8,288.36	36
Hinckley.....	1,098.93	500.00	14.94	68.18	3.20	564.82	504.61	64
Hinsdale.....	12,915.18	2,000.00	1,000.00	313.00	37.83	3,850.83	1,872.63	53
Homer.....	2,905.39	1,300.00	.....	227.00	6.76	1,532.76	9,564.35	26
Hoopeston.....	8,600.47	1,900.00	800.00	360.00	20.56	2,660.56	6,019.91	30
Hopkinton.....	2,179.09	1,000.00	.....	120.00	5.20	1,125.20	1,063.89	52
Jacksonville.....	31,515.35	2,700.00	6,698.87	607.78	7,804.01	17,510.18	14,005.19	56
Jerseyville.....	7,624.72	1,800.00	200.00	417.00	17.52	2,434.52	6,190.20	32
Joliet.....	62,444.10	3,200.00	10,135.57	694.14	16,979.13	38,028.84	29,416.26	53
Kankakee.....	19,539.71	2,500.00	2,000.00	165.56	5,262.77	12,768.88	6,780.83	65
Kansas.....	2,419.96	1,100.00	40.00	164.00	3.84	1,307.84	1,112.11	54
Kennett.....	8,986.57	1,400.00	248.00	248.00	5.92	1,638.92	2,232.65	43
Kewanee.....	19,745.31	2,900.00	3,264.22	900.00	335.66	11,025.99	8,719.32	50
Kimnudy.....	2,963.60	1,200.00	60.00	160.95	5.44	1,306.96	2,185.36	61
Kirkwood.....	2,147.10	1,100.00	40.00	164.00	2.96	1,036.96	1,728.88	42
Knoxville.....	3,770.40	1,400.00	.....	172.00	13.04	1,665.04	2,103.36	50
Lacon.....	3,433.53	1,500.00	2,264.66	198.33	6.32	1,704.65	6,261.36	43
Ladysburg.....	13,299.45	2,400.00	.....	236.65	69.76	7,038.09	2,444.25	41
Lafayette.....	4,135.29	1,400.00	1,000.00	236.00	8.04	1,691.04	1,102.00	36
Lake Forest.....	9,247.37	2,000.00	.....	240.00	78.76	8,318.76	6,928.61	46
Lansburg.....	8,986.96	1,500.00	100.00	232.00	4.96	1,836.96	8,801.03	46
Laurel.....	14,053.62	2,800.00	2,700.00	700.00	137.07	10,237.59	1,225.45	47
Lawrenceville.....	2,764.79	1,300.00	60.00	198.38	6.76	1,559.34	1,469.40	45
Lebanon.....	2,780.92	1,200.00	.....	102.00	10.12	1,311.12	2,437.54	45
Lemont.....	4,406.84	1,500.00	.....	338.00	10.80	1,968.80	2,437.54	45
Lena.....	8,368.83	1,800.00	.....	223.00	3.60	1,726.39	1,740.33	51
Leroy.....	8,866.58	1,500.00	38.31	239.00	6.06	1,753.39	2,108.19	49

Presidential Jan. 1, 1902.

Presidential Apr. 1, 1902.

Presidential Jan. 1, 1902.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Fred delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
COLORADO—continued.											
Gunnison.....	3	\$4,844.30	\$1,600.00	\$100.00	\$106.42	\$6.32	.....	\$1,812.74	\$2,531.56	42	
Idaho Springs.....	3	9,281.70	1,900.00	86.60	158.95	21.92	.....	2,187.47	7,114.23	23	
Independence.....	3	2,099.31	1,100.00	60.00	84.00	3.92	.....	1,247.92	7,821.39	60	
Lafueta.....	3	8,908.84	1,900.00	1,000.00	381.00	16.24	.....	3,247.24	5,661.60	38	
Lake City.....	3	3,141.11	1,400.00	140.00	170.00	5.04	.....	1,715.04	1,426.07	55	
Lamar.....	3	5,167.04	1,600.00	150.00	162.00	7.12	.....	1,919.12	3,247.92	37	
Las Animas.....	3	8,879.83	1,400.00	.....	151.40	3.68	.....	1,555.08	1,624.75	46	
Leadville.....	2	29,085.85	2,800.00	6,349.20	900.00	143.17	\$3,448.19	13,640.56	15,395.29	47	
Longmont.....	2	9,087.97	2,100.00	1,500.00	600.00	20.99	.....	4,220.99	8,866.98	52	
Loveland.....	3	7,894.44	1,600.00	1,000.00	350.00	11.36	.....	2,081.86	5,812.58	29	
Manitou.....	3	8,788.44	1,700.00	1,000.00	841.90	36.48	.....	3,076.38	2,968.34	51	
Meeker.....	3	2,588.90	1,000.00	1,200.00	170.00	1.04	.....	1,871.04	1,162.86	54	
Montevista.....	3	5,020.62	1,600.00	284.00	284.00	7.20	.....	1,901.20	3,119.42	38	
Montrose.....	3	6,207.15	1,700.00	.....	55.50	6.68	.....	1,761.18	4,445.97	28	
Ouray.....	3	6,914.31	1,900.00	300.00	300.00	12.96	.....	2,512.96	4,401.35	36	
Pueblo.....	1	76,149.76	3,200.00	16,537.87	.....	850.22	15,976.26	35,563.85	40,586.91	47	In Government building.
Rico.....	3	2,274.97	1,100.00	90.00	282.50	2.16	.....	1,424.66	850.31	63	
Rockyford.....	3	10,809.28	2,000.00	1,000.00	286.20	25.61	.....	3,238.71	7,526.57	30	
Salida.....	2	10,378.12	2,000.00	1,900.00	600.00	43.78	.....	4,543.78	5,834.34	44	
Silverton.....	2	8,798.73	1,700.00	900.00	180.00	11.52	.....	2,191.52	6,607.21	25	
Sterling.....	3	4,790.45	1,600.00	160.00	290.00	4.08	.....	2,054.08	2,736.37	43	
Telluride.....	3	9,222.90	2,000.00	1,450.98	480.00	19.73	.....	3,980.71	5,242.19	43	
Trinidad.....	2	17,681.53	2,400.00	2,536.24	875.00	56.32	8,773.54	9,641.10	8,040.43	55	
Victor.....	2	16,791.66	2,500.00	4,238.86	600.00	178.65	.....	10,117.34	6,674.32	60	
Walsenburg.....	3	3,624.05	1,400.00	200.00	185.00	5.60	.....	1,773.60	1,850.45	49	
Total.....	.....	1,144,083.06	96,000.00	168,281.36	20,962.93	10,829.63	350,899.83	457,973.75	686,069.33	40	
CONNECTICUT.											
Absconia.....	2	20,705.28	2,600.00	2,563.05	985.19	831.29	6,388.55	12,818.08	7,887.20	62	
Bethel.....	3	3,942.96	1,500.00	140.00	228.61	20.08	.....	1,898.69	2,053.67	49	
Brantford.....	3	6,071.04	1,700.00	70.00	286.00	31.62	.....	2,097.52	3,973.52	35	
Bridgeport.....	1	144,569.55	8,400.00	28,276.81	852.73	2,622.80	36,459.44	71,511.78	73,067.77	49	
Bridgewater.....	3	6,576.60	1,700.00	.....	190.00	4.40	.....	1,894.40	3,682.20	34	
Bristol.....	2	18,506.57	2,400.00	2,800.00	820.00	315.59	8,491.84	9,827.49	8,679.14	53	
Canaan.....	3	8,804.61	1,400.00	200.00	286.49	6.88	.....	1,843.37	1,761.14	51	
Chester.....	3	2,795.86	1,200.00	.....	144.24	10.00	.....	1,854.24	1,441.12	49	
Clinton.....	3	3,042.04	1,300.00	.....	125.00	16.56	.....	1,442.56	1,599.48	47	
Clintonville.....	3	6,250.68	1,500.00	60.00	256.00	1.76	.....	1,817.76	4,432.92	29	

[illegible]

REPORT OF THE POSTMASTER-GENERAL.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CONNECTICUT—cont'd.											
Shelton.....	3	\$7,795.52	\$1,900.00	.....	\$458.00	\$38.56	.....	\$2,398.56	\$6,396.96	31	
Southampton.....	3	6,185.35	1,700.00	.....	278.00	26.96	.....	2,000.96	4,184.39	32	
South Manchester.....	3	8,686.72	1,900.00	.....	333.00	43.84	.....	2,303.84	6,382.88	27	
South Norwalk.....	3	19,576.27	2,600.00	\$2,584.17	730.00	398.61	\$3,716.18	12,016.96	7,559.31	61	
South Oldfield.....	2	8,148.80	1,400.00	200.00	230.00	16.78	.....	1,798.08	6,350.72	57	
Stafford Springs.....	2	5,123.84	1,600.00	200.00	192.00	30.72	.....	2,012.72	3,111.12	39	
Stamford.....	2	39,177.69	2,800.00	5,901.49	1,900.00	569.74	9,625.44	20,817.67	18,360.02	53	
Stratford.....	3	4,708.20	1,600.00	300.00	209.50	83.52	.....	2,143.02	2,565.18	46	
Suffield.....	3	8,184.39	1,400.00	100.00	209.00	42.82	.....	1,751.82	6,432.57	55	
Terryville.....	3	8,372.22	1,300.00	.....	140.74	13.20	.....	1,483.94	6,888.28	43	
Thomaston.....	3	8,867.44	1,400.00	.....	164.00	7.84	.....	1,571.84	7,295.60	41	
Thompsonville.....	3	5,791.30	1,600.00	200.00	306.00	24.24	.....	2,130.24	3,661.06	37	
Torrington.....	2	5,668.23	1,600.00	.....	288.00	35.52	.....	3,749.71	1,918.52	34	
Unionville.....	3	20,396.80	2,600.00	8,720.88	1,000	944.58	5,174.77	11,841.18	8,555.62	58	
Wallington.....	2	8,673.33	2,300.00	.....	230.00	10.56	.....	1,740.56	6,932.77	47	
Waterbury.....	3	13,620.27	2,300.00	2,300.00	600.00	86.96	3,694.83	8,981.89	4,638.38	66	
Watertown.....	1	85,623.17	3,200.00	14,600.00	2,568.25	960.21	18,874.39	40,142.85	45,480.32	47	
Waterville.....	3	2,992.57	1,400.00	70.00	121.00	15.52	.....	1,606.52	1,386.05	54	
Westport.....	3	3,699.44	1,300.00	.....	181.77	10.32	.....	1,492.09	2,117.35	41	
Willimantic.....	3	6,749.65	1,700.00	.....	164.97	29.76	.....	1,894.73	4,854.92	28	
Windor.....	3	27,443.80	2,700.00	8,900.00	1,000.00	119.22	6,174.20	12,893.42	14,550.38	47	
Windor Locks.....	3	3,704.66	1,500.00	100.00	179.00	21.44	.....	1,800.44	1,904.22	49	
Windor Locks.....	3	9,979.43	2,000.00	1,000.00	200.00	37.35	.....	3,287.35	6,142.08	35	
Windor Locks.....	2	16,584.31	2,500.00	4,500.00	1,486.50	611.77	8,619.44	12,617.71	3,916.60	76	
Total.....	.....	1,671,709.35	156,760.00	229,092.32	39,106.82	20,302.87	286,560.34	731,831.35	939,878.00	44	
DELAWARE.											
Clayton.....	3	8,155.66	1,300.00	.....	168.00	11.68	.....	1,479.68	1,675.98	47	In Government building
Delaware City.....	2	2,690.54	1,400.00	.....	183.59	15.68	.....	1,609.27	1,086.27	60	
Dover.....	3	9,876.28	2,200.00	2,100.00	.....	53.01	.....	4,383.01	5,517.27	44	
Georgetown.....	3	3,446.34	1,400.00	150.00	190.00	11.76	.....	2,001.76	1,446.58	58	
Harrington.....	3	2,439.23	1,100.00	150.00	145.62	6.64	.....	1,402.16	1,037.07	57	
Laurel.....	3	8,570.27	1,400.00	.....	166.40	8.40	.....	1,724.80	1,845.47	48	
Lewes.....	3	4,697.66	1,500.00	160.00	186.00	18.56	.....	2,114.56	1,983.10	52	
Middletown.....	3	4,951.57	1,600.00	260.00	254.00	20.08	.....	2,124.08	2,827.49	43	
Milford.....	3	8,924.31	1,600.00	80.00	256.00	21.92	.....	1,957.92	3,966.39	33	
Newark.....	3	4,855.19	1,700.00	250.00	800.00	21.94	.....	2,271.84	2,583.35	47	
Newcastle.....	3	2,872.33	1,200.00	.....	87.70	13.44	.....	1,301.14	1,571.19	45	

Presidential, Apr. 1, 1902.

Presidential, Jan. 1, 1902..

1	Whitehall	4,377.57	1,500.00	40.00	284.00	6.61	1,780.64	2,596.93	41
2	Winemere	9,095.07	2,000.00	1,071.43	313.00	38.00	3,428.46	3,606.01	38
3	Winchester	8,170.80	1,500.00	.....	291.00	6.08	1,738.60	1,906.01	46
4	Winchester	8,832.82	1,500.00	.....	291.00	6.08	1,738.60	1,906.01	45
5	Winchester	8,098.26	1,500.00	100.00	150.00	4.64	1,564.64	1,704.22	51
6	Winnetka	6,080.57	1,500.00	100.00	270.00	26.40	1,906.00	3,024.57	51
7	Woodhall	6,480.15	250.00	.....	18.50	.....	1,283.96	1,383.56	68
8	Woodstock	7,517.73	1,900.00	146.62	400.60	18.15	2,465.26	5,092.60	33
9	Wyoming	8,274.61	1,500.00	100.00	182.00	4.80	1,688.88	1,587.51	51
10	Yorkville	2,721.83	1,800.00	70.60	225.00	4.48	1,599.48	1,122.57	59
.....	Total	11,465,827.14	508,925.00	1,708,659.92	218,276.19	90,007.25	1,908,668.73	4,429,582.09	89
INDIANA.									
1	Albany	8,068.36	1,500.00	10.00	287.00	9.44	1,765.44	1,311.92	57
2	Albion	8,228.13	1,400.00	30.00	207.00	4.80	1,641.80	1,596.33	51
3	Alexandria	14,465.79	2,800.00	8,800.00	400.00	349.57	11,865.35	3,091.43	79
4	Anderson	44,420.17	2,800.00	7,980.44	1,500.00	442.94	23,795.67	20,624.80	54
5	Angola	6,941.84	1,800.00	230.00	230.13	14.80	2,244.93	4,708.91	32
6	Arcadia	2,134.68	1,100.00	120.00	114.00	4.72	1,888.72	1,705.96	63
7	Argos	2,671.04	1,200.00	40.00	196.00	6.16	1,442.16	1,228.88	54
8	Attica	50,084.53	2,800.00	4,846.30	800.00	229.51	9,924.98	6,774.51	20
9	Auburn	9,097.34	1,800.00	400.00	398.98	23.84	3,822.88	4,751.61	26
10	Aurora	6,884.41	1,700.00	170.00	285.00	104.76	2,440.76	4,383.65	36
11	Batesville	2,826.73	2,000.00	400.00	165.00	6.72	1,641.72	1,265.01	55
12	Bedford	10,487.03	2,200.00	2,900.00	700.00	184.44	8,397.54	2,098.77	41
13	Bern	8,581.85	1,400.00	50.00	74.00	2.08	1,476.08	2,009.49	80
14	Bloomfield	4,018.47	1,500.00	50.00	210.00	11.84	1,771.84	2,246.63	44
15	Bloomington	13,564.97	2,400.00	3,377.73	550.00	131.64	10,121.48	5,443.49	75
16	Bluffton	13,196.07	2,800.00	3,201.08	499.54	177.53	9,681.29	3,612.78	73
17	Boonville	4,271.01	1,500.00	400.00	440.00	8.64	2,349.64	1,922.57	59
18	Boswell	985.19	1,600.00	.....	770.00	1.92	578.92	4,067.27	47
19	Bourbon	3,327.58	1,400.00	.....	168.00	6.48	1,574.48	1,783.05	44
20	Brazil	10,833.71	2,200.00	2,821.65	582.23	179.14	10,176.31	1,677.40	94
21	Bremen	2,680.61	1,100.00	.....	202.35	4.40	1,304.75	1,356.86	49
22	Brookville	4,195.60	1,500.00	240.88	218.75	12.72	1,972.30	2,237.80	47
23	Butler	4,524.82	1,600.00	20.00	284.00	82.84	1,986.84	2,337.96	44
24	Cambridge City	4,425.29	1,500.00	220.00	123.00	16.96	1,869.96	2,566.33	42
25	Cannelton	2,727.39	1,800.00	176.47	123.84	3.92	1,603.78	1,128.66	74
26	Charlestown	2,054.82	1,500.00	840.00	174.00	4.88	1,513.88	1,886.94	74
27	Chico	2,246.84	1,100.00	.....	76.00	6.08	1,181.08	1,077.76	53
28	Clay City	2,364.90	1,200.00	100.00	200.00	18.58	1,518.58	846.32	46
29	Clinton	3,983.02	1,500.00	46.67	277.00	9.12	1,832.79	2,150.23	44
30	Columbia	9,332.35	2,000.00	1,400.00	335.60	36.04	3,771.64	6,560.71	46
31	Columbus	17,737.73	2,400.00	4,000.00	900.00	104.21	11,813.78	6,232.95	67
32	Connersville	18,576.00	2,500.00	2,432.59	600.00	274.14	9,613.13	8,962.57	52
33	Converse	8,121.30	1,800.00	40.00	216.00	8.80	1,564.80	5,050.50	50
34	Corcord	8,133.27	1,600.00	400.00	262.80	5.68	1,988.48	1,164.79	68
35	Corydon	8,418.97	1,500.00	250.00	233.00	10.80	2,113.80	1,999.13	51
36	Covington	19,916.34	2,500.00	8,900.00	900.00	287.13	11,698.42	8,246.92	59
37	Crownpoint	4,624.23	1,600.00	65.00	350.00	18.44	2,028.44	2,485.79	42

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Culver.....	3	\$1,544.52	\$825.00		\$80.25	\$2.64		\$907.89	\$906.63	49	Presidential, Oct. 1, 1901
Dana.....	3	2,056.37	1,000.00	\$150.00	140.00	3.04		1,288.04	765.33	63	
Danville.....	3	5,024.36	1,700.00	120.00	294.06	12.72		2,126.78	2,897.48	42	
Decatur.....	2	8,168.65	2,000.00	1,000.00	456.10	111.99		3,568.09	4,600.56	44	
Delphi.....	3	6,751.76	1,700.00	180.00	406.00	22.16		2,802.16	3,949.59	40	
Dunkirk.....	3	4,667.62	1,600.00	240.00	240.00	17.28		1,857.28	2,810.34	40	
East Chicago.....	3	5,062.52	1,400.00	150.00	213.00	18.90		1,731.80	3,280.72	35	
Eaton.....	3	3,311.19	1,200.00		196.00	7.60		1,408.60	3,907.59	26	
Edinburg.....	3	3,614.04	1,600.00	300.00	228.00	26.19		2,054.19	1,559.85	57	
Elkhart.....	3	74,856.58	3,200.00	8,400.00	1,890.50	456.78	\$8,384.51	21,838.79	58,016.79	29	
Elwood.....	2	15,827.28	2,400.00	4,265.22	300.00	210.35	5,214.57	12,390.14	2,937.14	81	In Government building.
Evansville.....	1	96,402.22	3,300.00	14,961.08	60.00	1,143.87	27,024.77	46,493.17	48,913.05	49	Presidential, Oct. 1, 1901.
Fairmount.....	3	5,896.50	1,700.00	180.00	298.00	47.28		2,215.23	3,681.22	38	
Farmland.....	3	1,518.21	700.00		71.50	1.44		822.94	886.27	54	
Flora.....	3	2,865.62	1,000.00		143.99	2.64		1,146.63	1,718.99	45	
Fort Wayne.....	3	145,030.97	3,300.00	14,873.14		1,648.14	19,448.74	39,230.02	105,770.95	27	In Government building.
Fowler.....	3	4,638.46	1,600.00	40.00	300.00	7.92		1,947.92	2,690.54	42	
Frankfort.....	3	15,686.52	2,400.00	2,665.20	676.00	287.82	4,184.07	10,162.19	5,524.33	66	
Franklin.....	2	10,573.78	2,100.00	2,082.61	490.00	26.88		4,662.44	5,721.34	45	
Frankton.....	3	2,570.18	1,200.00		123.87	6.88		1,886.75	1,258.43	52	
Garrett.....	3	4,918.15	1,600.00		168.00	20.55		1,788.56	3,128.59	36	
Gas City.....	3	5,065.27	1,700.00		260.00	40.07		2,000.07	3,065.20	36	
Geneva.....	3	2,312.89	1,100.00	100.00	197.00	7.92		1,374.92	1,337.97	50	
Goodland.....	3	3,648.17	1,500.00		200.00	4.80		1,810.80	1,837.37	47	
Goosen.....	2	24,887.36	2,600.00	8,641.86	444.70	108.63	4,475.68	11,663.35	13,223.91	47	
Greencastle.....	2	10,940.77	2,200.00	3,331.23	631.50	1.09	78.88	5,163.70	5,776.06	55	
Greenfield.....	2	4,900.57	2,200.00	2,300.00	681.50	37.40	916.38	6,103.59	3,786.46	62	
Greensburg.....	2	2,113.71	2,200.00	2,200.00	550.00	172.00	2,381.47	5,153.37	3,984.37	72	
Greentown.....	3	2,113.71	1,200.00	120.00	183.00	8.00		1,381.80	1,736.97	51	
Greenwood.....	3	3,593.79	1,200.00		183.75	4.58		1,381.80	1,450.96	43	Presidential, Apr. 1, 1902.
Hagerstown.....	3	3,593.79	1,200.00		183.75	4.58		1,381.80	1,450.96	43	
Hammond.....	3	31,514.17	2,600.00	8,641.86	727.63	5.78	7,009.01	18,673.49	17,842.68	44	
Hartsville.....	3	11,001.97	2,200.00	2,468.26	449.58	72.58	814.84	5,531.56	6,079.13	45	
Hartford City.....	3	2,601.85	1,200.00	115.62	140.85	4.00		1,491.47	1,093.38	60	
Hopewell.....	3	2,445.22	1,500.00	300.00	260.00	6.88		2,086.88	1,376.34	60	
Ellettsburg.....	2	17,223.14	2,400.00	3,800.00	760.00	178.78	4,396.45	11,626.18	6,098.96	67	
Indianapolis.....	1	866,799.38	4,000.00	100,867.19	1,979.45	6,844.51	110,354.79	223,085.94	888,763.59	67	In Government building.
Jasper.....	2	2,065.97	1,300.00	200.00	221.20	3.84		1,725.04	981.98	45	
Jelleville.....	3	11,446.51	2,800.00	2,542.92	480.00	174.96	3,510.86	8,594.16	2,980.35	78	
Jennison.....	3	4,097.72	1,600.00	220.00	166.00	9.14		1,997.14	2,099.58	49	
Kendallville.....	3	10,971.71	2,100.00	1,796.99	506.25	34.17		4,396.11	6,706.10	40	

Kentland.....	2,928.17	1,400.00	150.00	228.00	5.36	1,783.36	61
Knightsdown.....	4,988.73	1,700.00	500.00	263.76	28.12	2,476.88	49
Knox.....	3,870.44	2,000.00	.....	156.00	8.48	2,621.95	46
Kokomo.....	26,857.94	1,800.00	4,381.44	700.00	388.31	18,964.07	52
Kramer.....	4,888.44	1,000.00	100.00	100.00	5.32	2,782.92	57
Ladoga.....	2,702.08	1,200.00	50.00	144.00	8.52	1,897.28	52
Lafayette.....	58,037.07	8,100.00	9,583.69	.....	869.82	26,815.99	51
Lamar.....	6,837.61	1,600.00	86.63	264.00	86.12	3,800.98	38
Laprange.....	20,217.43	1,900.00	8,173.08	826.00	824.51	2,038.75	55
Laporte.....	8,200.58	1,000.00	400.00	168.00	40.16	9,008.66	55
Lebanon.....	14,014.82	2,800.00	2,900.00	600.00	184.15	6,092.42	31
Lebanon.....	4,057.08	1,500.00	150.00	302.75	17.28	2,508.79	61
Liberty.....	6,049.87	1,500.00	60.00	831.00	12.40	4,505.53	41
Ligon.....	5,292.35	1,700.00	100.00	228.20	10.00	3,945.97	35
Ligon.....	30,712.06	2,700.00	5,000.00	1,111.50	422.03	18,889.20	59
Logansport.....	2,742.98	1,200.00	150.00	1,111.50	5.60	1,267.10	59
Logansport.....	2,980.05	1,300.00	50.00	228.00	5.82	1,776.88	58
Lovell.....	12,585.31	2,800.00	8,100.00	.....	73.05	5,818.82	53
Madison.....	41,268.79	2,800.00	2,648.87	1,250.00	456.72	8,915.21	71
Madison.....	15,143.36	2,400.00	2,641.87	1,250.00	276.15	20,873.75	49
Marionville.....	2,053.22	2,650.00	.....	90.00	6.24	9,822.05	62
Mathews.....	15,833.78	2,400.00	2,865.22	700.00	288.70	746.24	36
Michigan City.....	2,584.53	1,200.00	100.00	155.00	7.52	11,297.38	71
Middleton.....	2,096.98	1,000.00	2,982.60	850.00	2.40	1,487.52	59
Middleton.....	17,660.13	2,400.00	430.00	229.00	178.44	8,997.27	55
Mishawaka.....	4,592.88	1,800.00	40.00	20.32	2,701.82	9,082.96	51
Mitchell.....	2,291.45	1,100.00	200.00	166.00	7.44	2,279.32	50
Monon.....	6,892.66	1,700.00	200.00	400.00	16.00	1,313.44	57
Montello.....	7,588.61	1,800.00	280.00	270.00	39.91	3,576.66	39
Montpelier.....	7,955.49	1,800.00	280.00	440.00	27.20	2,109.91	28
Mount Vernon.....	62,036.28	3,100.00	10,841.85	896.66	1,526.91	5,478.70	32
Muncie.....	4,500.40	1,500.00	.....	224.01	8.96	6,458.20	57
Nappanee.....	2,138.13	1,000.00	.....	284.01	.....	22,292.44	59
Nappanee.....	20,832.93	2,600.00	3,890.43	.....	298.24	29,753.84	57
Home.....	2,226.20	1,100.00	.....	174.00	77.80	1,738.61	47
New Albany.....	11,608.74	2,800.00	2,001.67	389.25	169.57	1,008.96	71
New Carlisle.....	2,776.77	1,300.00	.....	206.50	8.84	6,086.54	61
Newcastle.....	10,283.07	1,900.00	370.00	389.00	115.48	5,211.69	56
Noblesville.....	6,884.79	1,800.00	200.00	296.00	12.40	1,509.34	54
North Manchester.....	9,377.24	2,200.00	1,500.00	450.00	27.98	2,774.48	37
North Vernon.....	22,447.30	2,400.00	2,100.00	255.00	30.06	2,308.40	34
Notre Dame.....	3,760.35	1,500.00	800.00	181.53	6.72	4,546.39	37
Oakland City.....	2,685.54	1,200.00	99.94	170.85	6.78	2,771.84	70
Orelands.....	2,685.54	1,200.00	800.00	170.85	6.78	6,605.06	21
Osgood.....	2,685.54	1,200.00	800.00	170.85	6.78	1,988.25	53
Oxford.....	2,685.54	1,200.00	800.00	170.85	6.78	1,772.10	60
Peoli.....	2,685.54	1,200.00	800.00	170.85	6.78	1,487.57	62
Pendleton.....	17,868.56	1,800.00	200.00	138.35	15.24	1,624.72	61
Perrin.....	4,330.50	1,600.00	8,246.73	700.00	214.35	1,653.59	61
Petersburg.....	2,402.87	1,100.00	.....	146.00	7.44	1,566.44	44
Pierceton.....	3,649.45	1,400.00	.....	246.00	11.54	6,277.03	64
Plainfield.....	2,402.87	1,100.00	.....	180.54	6.80	1,970.26	49
Plainfield.....	3,649.45	1,400.00	.....	246.00	11.54	2,228.70	54
Plainfield.....	3,649.45	1,400.00	.....	246.00	11.54	1,108.41	54
Plainfield.....	3,649.45	1,400.00	.....	246.00	11.54	1,889.91	54

Do.

Presidential, Jan. 1, 1902.

Do.

In Government building.

6,086.54

14,737.58

1,351.80

6,892.06

5,211.69

1,509.34

2,774.48

2,308.40

6,605.06

1,988.25

1,772.10

1,487.57

1,624.72

1,351.80

1,653.59

1,566.44

11,081.53

6,277.03

2,101.80

1,294.46

1,889.91

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Plymouth.....	2	\$3,805.74	\$2,000.00	\$1,500.00	\$450.00	\$39.45	.....	\$4,019.45	\$4,787.29	46	
Portland.....	2	12,046.43	2,100.00	1,899.25	480.00	50.27	\$429.29	4,458.51	7,587.62	37	
Preston.....	2	9,132.86	2,200.00	2,082.60	500.00	165.91	2,207.41	7,105.92	2,031.01	75	
Redkey.....	2	3,234.86	1,400.00	1,407.73	205.00	28.38	.....	1,774.11	1,460.75	55	
Remington.....	3	3,134.05	1,700.00	.....	202.00	4.24	.....	1,506.24	1,627.81	48	
Rensselaer.....	3	6,136.64	1,700.00	310.00	331.00	15.92	.....	2,556.92	3,779.62	38	
Richmond.....	1	46,624.56	3,000.00	7,720.89	1,500.00	739.16	11,116.26	24,076.30	22,547.86	52	
Ridgeville.....	3	5,632.56	1,600.00	20.00	138.00	4.56	.....	1,762.56	1,870.00	49	
Ridgeway.....	2	2,471.75	1,200.00	250.00	164.86	9.44	.....	1,624.42	1,847.36	66	
Risingstar.....	2	9,132.75	2,000.00	1,292.12	338.00	38.16	.....	3,669.28	5,463.47	40	
Rockcastle.....	3	4,585.76	1,600.00	400.00	460.00	10.82	.....	2,470.32	2,115.44	54	
Rockport.....	3	4,703.01	1,500.00	170.00	242.00	10.88	.....	1,922.88	2,780.13	41	
Rushville.....	3	10,624.56	2,200.00	2,780.77	750.00	184.90	2,317.15	8,182.82	2,841.74	78	
Salem.....	2	4,490.98	1,500.00	200.00	250.00	9.68	.....	1,659.68	2,531.30	44	
Scottsburg.....	3	1,246.81	550.00	.....	107.10	2.88	.....	659.98	586.83	53	
Seymour.....	2	10,249.04	2,200.00	2,800.00	650.00	190.85	2,629.04	8,469.89	1,779.15	58	Presidential, Jan. 1, 1902.
Shelbyville.....	2	14,692.36	2,400.00	3,200.00	660.00	76.54	8,846.78	9,688.27	5,009.09	68	
Sheridan.....	3	3,235.80	1,300.00	200.00	185.00	7.76	.....	1,792.76	1,443.04	55	
South Bend.....	3	90,667.25	3,200.00	11,957.40	.....	962.18	16,262.31	32,571.52	56,195.86	36	In Government building.
South Whitley.....	3	2,857.63	1,300.00	80.00	174.00	8.12	.....	1,657.12	1,300.51	34	
Spencer.....	3	6,862.16	1,700.00	350.00	860.00	13.84	.....	2,413.84	3,948.32	38	
Sullivan.....	3	6,841.41	1,900.00	150.00	248.65	19.28	.....	2,217.93	4,123.48	35	
Summitville.....	3	3,085.48	1,300.00	1,800.00	182.50	9.92	.....	1,697.42	1,568.06	48	
Syracuse.....	3	3,682.70	250.00	.....	37.13	32	.....	292.50	1,568.20	42	Presidential, Apr. 1, 1902.
Tell City.....	3	1,185.59	1,400.00	200.00	183.08	6.11	.....	1,788.14	1,397.45	56	
Terre Haute.....	1	89,192.01	3,200.00	12,245.92	.....	962.88	19,868.84	86,267.64	51,924.87	41	In Government building.
Thornstown.....	3	3,512.20	1,500.00	.....	173.68	7.92	.....	1,681.60	1,890.60	46	
Tipson.....	3	8,833.21	1,900.00	800.00	275.10	30.16	.....	2,508.26	6,324.95	30	
Union City.....	2	9,391.83	2,000.00	1,400.00	460.00	46.46	.....	3,908.46	6,483.37	42	
Upland.....	2	8,622.58	1,400.00	80.00	250.00	8.08	.....	1,728.08	6,904.50	49	
Valparaiso.....	2	19,241.47	2,500.00	3,795.94	700.00	198.70	3,877.17	11,665.81	8,174.66	58	
Veedsburg.....	2	3,446.51	1,400.00	.....	190.00	8.08	.....	1,798.08	1,668.43	52	
Vevay.....	2	2,645.69	1,200.00	899.99	210.75	6.08	.....	1,816.82	829.87	69	
Vincennes.....	2	20,228.08	2,500.00	3,661.08	600.00	220.57	6,560.67	12,562.92	7,668.11	62	
Wabash.....	2	17,886.39	2,500.00	3,801.08	600.00	291.27	4,070.28	10,762.61	7,128.78	60	
Walkerton.....	3	2,485.26	1,100.00	80.00	140.00	6.68	.....	1,815.68	1,669.57	53	
Warren.....	3	8,890.41	1,500.00	50.00	138.60	10.40	.....	1,694.00	2,186.41	44	
Warsaw.....	2	9,949.09	2,200.00	2,241.02	540.00	173.83	1,529.84	6,093.71	3,855.38	47	
Washington.....	2	11,082.79	2,200.00	2,700.00	600.00	233.10	8,447.22	1,132.22	1,132.22	58	
Watertown.....	3	8,037.62	1,400.00	.....	170.50	79.74	.....	1,109.24	1,454.40	54	
West Baden.....	3	1,817.65	1,200.00	40.00	100.00	11	.....	1,109.24	1,454.40	74	

Whiting.....	3	4,593.85	1,400.00	.....	294.00	16.00	.....	1,710.00	2,893.85	37
Williamsport.....	3	3,332.11	1,400.00	26.52	200.00	6.88	.....	1,633.40	1,698.71	49
Winamac.....	3	4,417.94	1,600.00	180.00	148.00	7.44	.....	1,935.44	2,492.50	44
Winchester.....	2	10,296.68	2,300.00	2,200.00	508.00	158.46	.....	6,588.92	3,707.66	64
Wolcott.....	3	2,462.25	1,100.00	.....	167.66	2.40	1,422.46	1,270.06	1,192.19	52
Worthington.....	3	4,215.58	1,600.00	170.00	224.99	9.68	.....	2,004.67	2,210.91	48
Total.....	.....	2,499,847.18	308,300.00	360,671.90	59,536.78	25,824.96	410,064.69	1,164,398.33	1,335,448.83	47
INDIAN TERRITORY.										
Ada.....	3	702.68	825.00	20.00	53.45	1.60	.....	400.05	302.63	56
Armstrong.....	2	12,569.67	2,200.00	2,900.00	600.00	142.82	.....	6,442.32	7,127.35	43
Atoka.....	3	2,767.83	1,000.00	200.00	136.00	6.16	.....	1,842.16	1,445.67	48
Caddo.....	3	2,905.91	1,100.00	300.00	143.40	4.82	.....	1,647.72	1,358.19	53
Cherokee.....	3	3,402.09	1,200.00	200.00	155.10	2.16	.....	2,655.67	1,844.88	46
Chickasha.....	3	13,114.01	1,900.00	568.15	120.74	51.68	.....	1,569.53	10,468.44	20
Claremore.....	3	3,075.01	1,300.00	100.00	163.45	6.08	.....	1,383.76	1,605.46	51
Coalbridge.....	3	3,429.92	1,300.00	40.00	136.00	7.76	.....	1,383.76	2,046.16	40
Comanche.....	3	632.02	250.00	17.50	32.52	1.86	.....	301.38	330.64	45
Davis.....	3	2,716.02	1,300.00	400.00	125.00	8.04	.....	1,823.04	897.98	67
Duncan.....	3	3,901.26	1,300.00	98.82	163.00	6.32	.....	1,567.64	2,333.62	41
Edfalla.....	3	6,473.40	1,600.00	240.00	276.34	15.44	.....	2,141.78	4,331.62	33
Harshorne.....	3	1,862.66	600.00	35.00	100.00	.....	.....	785.00	1,077.66	54
Holdenville.....	3	3,330.82	1,300.00	135.00	45.30	9.86	.....	1,487.66	1,842.16	45
Lehigh.....	3	4,916.67	1,400.00	166.00	100.00	11.84	.....	1,676.84	3,240.83	34
Marion.....	3	2,428.88	1,100.00	220.00	139.85	4.88	.....	1,464.43	964.45	50
Marietta.....	3	1,149.69	600.00	100.00	65.00	.....	.....	665.00	484.69	58
Mariow.....	3	1,326.85	600.00	10.00	57.00	.....	.....	1,028.85	623.47	53
Miami.....	2	3,800.88	1,200.00	13.00	127.00	16.07	.....	1,383.67	1,023.51	42
Muskogee.....	2	12,865.08	2,000.00	400.00	483.40	56.11	.....	5,170.92	7,714.14	40
Oklmulgee.....	2	1,023.68	2,000.00	2,715.21	183.40	.....	.....	3,814.84	2,134.81	30
Pauls Valley.....	3	4,846.98	1,500.00	600.00	180.00	1.80	.....	2,184.80	2,661.99	46
Parcell.....	3	4,971.33	1,600.00	300.00	41.46	8.64	.....	1,430.09	3,541.24	43
Sapulpa.....	3	2,971.87	1,200.00	100.00	169.25	11.68	.....	1,569.86	2,700.80	35
South McAlester.....	2	12,674.67	2,000.00	2,938.31	480.00	86.67	.....	5,569.86	7,104.80	48
Tahlequah.....	3	2,574.54	1,100.00	170.00	99.62	8.80	.....	1,374.40	1,201.14	51
Tulsa.....	3	2,816.12	1,400.00	100.00	148.26	8.80	.....	1,717.07	2,071.07	46
Vinita.....	3	7,558.12	1,900.00	379.89	160.00	24.40	.....	2,884.26	5,192.23	31
Wagoner.....	3	6,437.94	1,600.00	283.29	349.98	16.08	.....	2,249.33	8,188.59	41
Wauraton.....	3	3,171.80	1,400.00	70.00	113.00	13.60	.....	1,598.60	2,227.61	58
Wynewood.....	3	.....	.....	.....	.....	.....	.....	.....	.....	50
Total.....	.....	136,406.44	37,525.00	13,215.67	4,889.28	530.61	.....	56,160.56	80,245.88	41
IOWA.										
Ackley.....	3	4,097.14	1,500.00	50.00	244.00	5.76	.....	1,799.76	2,297.38	44
Adair.....	3	3,022.89	1,400.00	90.00	189.42	2.72	.....	1,682.64	1,340.25	56
Adel.....	3	3,693.78	1,500.00	.....	300.00	4.96	.....	1,804.96	1,788.82	50
Afton.....	3	3,619.96	1,500.00	.....	281.50	4.72	.....	1,766.22	1,853.64	49
Akron.....	3	3,162.41	1,300.00	214.00	214.00	11.11	.....	1,625.11	1,637.30	48
Albia.....	3	7,469.60	1,800.00	780.00	150.12	26.95	.....	2,757.07	4,712.57	37

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Alden.....	3	\$2,845.05	\$1,200.00	\$40.00	\$164.00	\$1.76	.....	\$1,405.76	\$1,457.29	49	
Algona.....	2	9,067.89	2,000.00	1,300.00	565.75	15.76	.....	3,911.51	5,156.38	43	
Allerton.....	2	2,138.68	1,100.00	.....	200.49	12.84	.....	1,313.33	3,911.51	61	
Alto.....	3	3,458.35	1,400.00	12.47	225.00	2.56	.....	1,689.03	1,820.32	47	
Alton.....	3	2,873.33	1,200.00	20.00	175.00	2.24	.....	1,387.24	1,476.09	49	
Ames.....	2	10,776.46	2,100.00	1,400.00	360.00	20.83	.....	3,890.83	6,884.63	36	
Anamosa.....	3	6,219.17	1,800.00	40.00	333.00	10.08	.....	2,343.08	3,876.09	38	
Anita.....	3	3,278.45	1,400.00	.....	190.00	3.28	.....	1,683.28	1,645.17	50	
Arlington.....	3	2,539.40	1,100.00	22.50	155.00	2.82	.....	1,381.32	1,106.97	50	
Armstrong.....	2	11,659.39	2,300.00	2,532.60	750.00	255.78	\$3,089.86	8,378.24	2,781.15	76	
Atlantic.....	3	5,384.97	1,700.00	200.00	254.00	5.92	.....	1,237.25	3,235.05	40	
Audubon.....	3	2,362.74	1,100.00	.....	136.00	1.28	.....	1,331.80	1,125.46	52	
Aurelia.....	3	3,468.95	1,500.00	150.00	277.00	4.80	.....	1,314.94	1,537.15	56	
Avoca.....	3	2,210.80	1,100.00	25.00	188.98	.96	.....	1,236.83	895.86	59	
Bancroft.....	3	2,220.85	1,100.00	40.00	134.75	2.08	.....	1,266.24	964.02	56	
Battlecreek.....	3	5,952.75	1,700.00	150.00	400.00	4.80	.....	1,869.76	6,825.69	37	
Bedford.....	3	7,985.93	1,700.00	200.00	296.00	14.24	.....	1,579.69	2,181.89	42	
Belle Plaine.....	3	3,703.78	1,500.00	.....	166.00	3.76	.....	2,010.84	1,834.02	50	
Bellevue.....	3	3,761.08	1,400.00	70.00	176.57	3.12	.....	1,579.69	3,807.95	36	
Bloomfield.....	3	6,472.76	1,700.00	.....	229.00	11.84	.....	2,010.84	4,461.92	37	
Bonaparte.....	3	2,797.20	1,200.00	.....	219.30	4.32	.....	1,423.62	1,373.58	51	
Boone.....	2	15,181.84	2,400.00	3,000.00	600.00	296.46	8,301.00	9,537.46	6,644.88	63	
Britt.....	2	4,139.48	1,600.00	150.00	154.00	5.28	.....	1,909.28	2,230.20	46	
Brooklyn.....	3	3,617.86	1,500.00	.....	171.40	3.52	.....	1,674.92	1,942.94	46	
Buffalo Center.....	3	3,167.95	1,300.00	.....	139.94	1.28	.....	1,441.22	1,726.73	45	
Burlington.....	1	60,148.57	3,100.00	10,494.56	139.94	808.68	15,530.82	29,853.56	80,216.01	39	In Government building.
Burt.....	2	356.72	2,000.00	25.00	62.50	.72	.....	3,883.22	3.50	99	Presidential, Apr. 1, 1902.
Carell.....	2	8,980.22	2,750.00	1,040.76	481.85	16.94	.....	3,880.55	5,440.67	56	
Cascade.....	3	2,385.27	1,100.00	.....	200.36	1.36	.....	1,301.72	1,088.55	56	
Cedar Falls.....	2	15,383.72	2,400.00	3,148.90	700.00	290.35	8,702.20	10,241.45	6,142.27	67	
Cedar Rapids.....	2	100,862.90	3,300.00	18,389.00	487.63	13,140.98	.....	80,317.56	70,945.24	80	
Centerville.....	1	11,821.99	2,000.00	2,200.00	468.40	19.92	.....	4,088.32	6,688.67	41	
Chariton.....	2	9,176.84	2,000.00	2,000.00	600.00	126.53	.....	4,026.53	4,550.31	50	
Charles City.....	2	11,567.87	2,200.00	1,098.90	600.00	151.97	2,374.50	7,028.17	4,532.50	61	
Charter Oak.....	3	2,576.70	1,300.00	.....	224.00	2.48	.....	1,526.48	1,050.22	60	
Cherokee.....	2	10,084.59	2,100.00	2,100.00	651.20	18.98	.....	4,570.98	5,514.51	50	
Clarinda.....	2	10,605.05	2,200.00	2,400.00	445.00	16.72	928.14	6,450.94	4,153.15	61	
Clarion.....	3	5,000.88	1,600.00	120.00	244.07	1.16	.....	1,710.24	3,290.64	81	
Clarksville.....	3	3,540.90	1,500.00	70.00	226.00	1.16	.....	1,710.24	1,830.66	81	
Clearlake.....	3	4,468.15	1,600.00	76.00	264.00	1.94	.....	1,815.94	2,652.21	40	

In Government building.

In Government building.

Clinton.....	31,553.89	2,700.00	5,379.70	1,500.00	396.02	9,488.67	19,464.39	12,089.50	62
Colfax.....	5,563.81	1,600.00	160.00	304.00	11.76	.....	1,915.76	3,648.05	84
Columbus Junction.....	3,623.52	1,500.00	.....	223.00	4.56	.....	1,857.56	1,735.96	52
Coon Rapids.....	3,078.85	1,800.00	100.00	279.45	8.88	.....	1,631.53	1,397.32	55
Corning.....	7,133.54	1,800.00	400.00	447.80	2.88	.....	2,656.68	4,486.86	37
Correctionville.....	3,947.99	1,500.00	50.00	234.00	2.88	.....	1,786.88	2,161.11	45
Corwith.....	2,271.79	1,300.00	.....	160.60	1.68	.....	1,462.28	909.51	64
Corrydon.....	3,925.65	1,500.00	140.00	260.00	4.64	.....	1,622.28	2,021.01	49
Council Bluffs.....	62,283.70	3,000.00	11,100.00	.....	839.32	13,763.52	28,902.84	33,460.86	46
Cresco.....	7,244.84	1,900.00	3,183.08	888.00	79.80	.....	2,547.80	4,697.04	35
Dallas Center.....	15,849.89	2,400.00	3,183.08	890.00	161.42	4,172.91	10,697.36	5,152.53	67
Davenport.....	96,352.76	3,300.00	10,541.21	114.77	72	19,428.67	83,541.40	61,514.98	54
Dayton.....	1,130.38	500.00	.....	82.00	88	.....	582.88	61,514.98	36
Decatur.....	1,060.01	500.00	3,200.00	500.00	337.30	2,625.02	9,162.32	10,450.91	56
Denison.....	19,613.23	2,500.00	1,400.00	450.00	15.12	.....	8,965.12	4,848.93	47
Des Moines.....	8,714.05	3,000.00	49,225.41	900.00	2,647.53	46,304.79	102,877.73	283,569.01	27
Des Moines.....	386,436.74	3,800.00	.....	220.00	4.48	.....	1,624.48	2,163.42	48
Dewitt.....	3,787.90	1,400.00	.....	132.00	1.52	.....	1,538.52	2,054.14	43
Dexter.....	3,587.66	1,400.00	.....	182.00	1.52	.....	1,538.52	2,054.14	43
Dows.....	3,146.85	1,300.00	.....	189.45	1.76	.....	1,491.21	1,655.64	47
Dubuque.....	85,930.89	3,200.00	18,072.54	.....	682.48	21,664.40	43,619.42	42,311.47	51
Dunlap.....	3,978.60	1,500.00	100.00	281.79	5.04	.....	1,786.88	2,191.77	45
Dyersville.....	2,542.96	1,300.00	.....	176.00	2.96	.....	1,578.96	968.99	62
Dysart.....	2,947.34	1,300.00	.....	245.00	1.28	.....	1,546.28	1,401.06	53
Eagle Grove.....	6,779.86	1,800.00	120.00	382.50	11.44	.....	2,313.94	4,465.42	84
Earlham.....	2,646.19	1,100.00	33.29	164.88	1.20	.....	1,299.37	1,546.82	46
Edyville.....	2,082.59	1,000.00	80.00	150.00	4.16	.....	1,234.16	1,798.43	61
Eldon.....	2,914.81	1,300.00	90.00	170.36	5.68	.....	1,566.04	1,848.77	54
Kidora.....	7,222.29	1,900.00	60.00	360.00	10.88	.....	2,230.88	4,991.41	31
Elgin.....	1,225.31	500.00	.....	60.00	32	.....	560.32	1,689.24	45
Elkader.....	3,908.01	1,400.00	40.00	227.00	2.24	.....	1,669.24	1,638.77	50
Elma.....	2,443.35	1,200.00	30.00	225.00	2.16	.....	1,457.16	1,966.19	60
Emmeleburg.....	3,614.31	2,000.00	1,400.00	471.50	26.44	.....	3,897.94	4,916.37	44
Essex.....	1,201.37	500.00	.....	125.00	1.60	.....	626.60	6,574.77	52
Escherville.....	10,245.91	2,000.00	1,625.00	365.76	26.39	.....	4,007.15	6,198.76	39
Extra.....	2,476.78	1,300.00	.....	200.00	1.84	.....	1,501.84	2,973.94	61
Fairfield.....	11,013.38	2,300.00	2,549.07	700.00	31.40	2,662.11	8,232.58	2,785.90	75
Farmington.....	3,171.06	1,500.00	30.00	160.00	3.92	.....	1,763.92	1,407.14	56
Fayette.....	3,799.20	1,300.00	50.00	233.00	3.36	.....	1,576.36	2,222.64	42
Fonda.....	6,326.73	1,400.00	100.00	223.00	17.45	.....	1,629.45	4,497.28	33
Forest City.....	30,580.30	1,700.00	130.00	231.00	8.72	.....	1,093.72	4,220.08	29
Fort Dodge.....	30,581.86	2,400.00	5,248.90	.....	230.91	4,277.92	12,447.73	17,634.13	41
Fort Madison.....	13,672.02	2,400.00	2,300.00	900.00	122.83	4,321.94	9,844.17	3,427.85	74
Garnier.....	3,826.09	1,500.00	80.00	232.00	4.32	.....	1,316.32	2,128.58	46
Gladbrook.....	2,826.07	1,300.00	.....	144.00	1.14	.....	1,145.44	1,455.38	39
Glenwood.....	2,826.07	1,300.00	.....	144.00	1.14	.....	1,145.44	1,455.38	39
Glendon.....	3,294.70	1,300.00	16.71	246.00	2.32	.....	1,438.43	1,701.58	46
Gowrie.....	2,270.41	1,300.00	200.00	107.00	5.36	.....	1,698.36	1,701.58	46
Grand Junction.....	2,770.60	1,300.00	40.00	223.00	2.08	.....	1,657.08	1,701.58	46
Greene.....	3,432.22	1,400.00	.....	240.00	4.56	.....	1,954.56	2,230.16	43
Greenfield.....	4,084.72	1,500.00	60.00	360.00	891.58	2,630.07	3,870.57	6,887.05	59
Grinnell.....	14,267.62	2,400.00	2,568.92	350.00	.....	.....	.....	.....	.....

Do.

Presidential, Jan. 1, 1902.
In Government building.
Presidential, Jan. 1, 1902.

In Government building.

Do.

Presidential, Jan. 1, 1902.

Do.

In Government building

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Griswold.	3	\$3,621.45	\$1,400.00	\$50.00	\$300.00	\$2.08		\$1,752.08	\$1,869.37	48	
Grundy Center.	3	4,575.81	1,600.00	210.00	353.00	4.40		2,167.40	2,408.41	47	
Guthrie Center.	3	4,339.50	1,600.00	300.00	269.00	3.36		2,162.86	2,177.14	50	
Guthrie Center.	3	2,000.29	1,000.00		115.96	2.00		1,117.96	942.34	54	
Hamburg.	3	7,189.09	1,600.00	60.00	294.00	11.84		1,963.84	3,225.25	33	
Hampden.	3	7,739.18	1,600.00	100.00	358.00	8.72		2,266.72	6,472.46	29	
Harlan.	3	6,688.91	1,700.00	60.00	331.00	6.88		2,097.88	4,591.03	31	
Hartley.	3	8,600.06	1,500.00		250.00	2.40		1,752.40	1,847.66	49	
Hawarden.	3	5,198.97	1,600.00	400.00	274.00	6.48		2,280.48	2,918.49	44	
Hedrick.	3	2,931.27	1,200.00	50.00	194.00	4.32		1,446.32	1,482.95	49	
Hossein.	3	2,863.83	1,300.00		214.83	1.88		1,515.71	1,348.12	53	
Hubbard.	3	2,186.50	1,000.00		119.95	1.68		1,121.63	1,064.87	52	
Hull.	3	2,383.32	1,000.00		166.12	1.44		1,170.68	1,212.64	49	
Humboldt.	3	6,516.05	1,700.00	40.00	371.80	5.08		2,177.48	3,338.57	33	
Humboldt.	3	2,222.32	1,200.00	100.00	196.00	2.16		1,458.48	1,063.84	57	
Humboldt.	3	6,549.06	1,700.00		351.00	5.72		2,038.72	3,510.33	37	
Independence.	3	12,512.86	2,300.00	1,732.60	500.00	95.02	\$1,764.98	6,313.15	6,796.91	43	
Indiana.	3	8,824.06	2,300.00		308.00	8.84		2,027.84	6,796.22	36	
Iowa City.	3	10,508.52	2,300.00	5,100.00	1,323.55	21.46	6,127.32	16,025.37	22,153.31	42	
Iowa Falls.	3	7,268.82	2,100.00	1,500.00	170.00	1.04		3,946.84	3,322.98	56	
Jedon.	3	2,884.91	1,200.00	1,000.00	346.00	2.56		3,071.04	1,812.87	58	
Jewell.	3	2,884.91	1,200.00	1,000.00	346.00	2.56		3,071.04	1,812.87	58	
Keosauqua.	3	48,771.62	3,100.00	8,130.00	218.40	2.56	7,944.04	19,833.05	29,939.57	40	In Government building.
Keosauqua.	3	8,435.52	1,400.00	400.00	163.91	4.48		1,933.39	6,502.13	49	
Keosauqua.	3	2,882.96	1,200.00	49.98	107.77	1.76		1,950.51	1,923.45	47	
Kingley.	3	2,735.36	1,200.00		195.53	1.96		1,396.94	1,338.42	51	
Knappa.	3	6,669.01	1,200.00	600.00	948.00	12.82		2,760.32	3,907.69	41	
Lake City.	3	5,028.43	1,700.00		339.75	8.32		2,048.07	3,075.36	41	
Lake Mills.	3	8,128.64	1,400.00	130.00	254.00	2.88		1,773.88	1,846.76	57	
Lanon.	3	4,434.04	1,600.00		268.75	4.64		1,933.39	2,570.65	42	
Landing.	3	8,221.41	1,400.00	190.00	250.00	4.16		1,831.64	1,986.77	57	
Laporte City.	3	8,487.54	1,400.00	10.00	223.00	4.16		1,837.16	1,950.40	47	
Larrens.	3	8,249.29	1,400.00	40.00	190.00	2.82		1,692.82	1,616.07	50	
Lemars.	3	12,875.00	2,800.00	8,065.20	700.00	184.74		6,196.94	6,678.06	46	
Lenox.	3	8,298.25	1,400.00		211.00	8.12		1,614.12	1,679.13	49	
Leon.	3	6,131.36	1,600.00	200.00	279.00	7.84		2,046.84	3,044.52	41	
Leon.	3	4,138.02	1,200.00		192.00	1.92		1,393.92	2,750.10	34	
Logan.	3	4,613.00	1,600.00	100.00	249.99	4.90		1,904.99	2,708.01	48	
Lorimer.	3	1,426.88	600.00	20.00	87.00	0.92		507.92	919.01	48	
Lyons.	2	14,614.06	2,400.00	8,200.00	600.00	18.74		6,319.74	8,294.32	48	Presidential, Jan. 1, 1902.

McGregor	5,619.54	1,600.00	24.95	205.00	9.44	1,840.39	8,779.15
Madrid	2,701.35	1,200.00	40.00	174.00	.....	1,416.40	1,264.95
Maevren	3,330.35	1,300.00	60.00	172.00	4.45	1,086.45	1,800.47
Manchester	8,370.85	1,900.00	120.00	410.00	14.32	2,444.32	0,928.53
Manilla	2,832.86	1,500.00	40.00	134.00	2.32	1,728.32	1,256.54
Manning	3,690.66	1,500.00	70.00	240.00	6.12	1,630.12	1,995.81
Manson	3,930.07	1,400.00	20.00	220.00	3.76	1,609.76	2,120.32
Mapleton	8,536.24	1,400.00	820.00	321.00	96.24	1,997.24	2,514.52
Maquoketa	2,038.24	1,200.00	1,882.60	331.00	.....	1,328.74	1,458.70
Marathon	2,947.98	1,200.00	50.00	184.00	1.84	1,640.24	1,458.70
Marcus	2,135.86	1,800.00	130.99	310.00	2.54	2,115.44	1,986.54
Margo	8,680.80	2,000.00	2,100.00	300.00	.....	4,180.98	3,707.45
Marion	40,104.63	2,000.00	6,600.00	1,000.00	26.98	21,800.80	21,800.80
Mariontown	32,215.03	2,000.00	1,703.13	762.48	7,254.40	10,422.70	21,788.38
Mason City	2,703.45	1,100.00	8,845.16	830.87	3,442.39	1,445.58	1,445.58
Matwell	2,865.62	1,000.00	40.00	178.00	.....	1,310.85	1,310.85
Mayfield	6,784.62	1,800.00	800.00	333.00	1.82	1,157.82	1,308.70
Missouri Valley	2,849.73	1,200.00	100.00	174.00	18.32	1,274.07	1,247.71
Monona	2,431.98	1,100.00	60.00	131.89	2.38	1,708.77	1,862.32
Montana	8,569.29	1,400.00	800.00	243.25	3.68	2,167.75	2,617.88
Monticello	4,785.63	1,200.00	60.00	261.57	6.18	1,354.49	1,191.65
Morning Sun	2,560.14	1,200.00	60.00	93.09	2.40	1,683.02	1,788.91
Montpelier	3,476.93	1,400.00	50.00	231.70	6.32	1,698.62	8,047.36
Mount Ayr	5,143.98	1,800.00	200.00	290.70	5.92	2,096.62	7,766.72
Mount Pleasant	11,421.39	2,800.00	2,248.90	600.00	80.80	2,041.96	3,654.67
Murray	6,627.91	1,700.00	.....	331.00	2,587.02	1,396.56	1,231.38
Muscatine	2,652.61	1,200.00	50.00	144.00	2.56	1,816.80	1,510.65
Nashua	25,733.23	2,700.00	4,364.43	1,303.10	283.72	14,976.95	10,316.28
Nesbitt	8,753.69	1,500.00	40.00	272.00	4.80	1,856.80	1,994.89
Newell	8,729.14	1,500.00	50.00	300.00	6.90	1,872.84	1,872.84
New London	2,492.75	1,200.00	40.00	294.00	7.92	2,101.32	1,076.83
New Sharon	5,635.24	1,700.00	200.00	234.00	1.92	1,415.82	3,431.80
New York	1,823.30	1,500.00	30.00	75.00	9.44	2,203.44	2,203.44
Norton	8,064.65	1,900.00	70.00	166.00	3.04	1,589.04	667.26
Nowata	16,645.01	2,400.00	2,898.91	290.00	8.04	8,483.35	1,516.61
Nowata Springs	8,138.19	1,400.00	90.00	200.00	197.72	1,693.28	8,161.96
Northwood	8,517.06	1,400.00	150.00	270.00	8.28	1,694.26	1,494.91
Oakland	2,909.12	1,300.00	.....	196.00	2.80	1,822.80	1,694.26
Ocheyedan	1,584.64	1,750.00	26.65	57.00	1.60	1,497.60	1,411.52
Odebolt	4,715.61	1,600.00	.....	277.00	6.64	564.29	700.35
Osceola	10,842.33	1,800.00	500.00	278.00	12.16	1,899.16	2,828.45
Ordin	2,880.86	1,300.00	70.00	223.00	16.72	2,595.72	8,246.61
Orion	7,182.78	1,700.00	275.00	244.00	2.64	1,595.64	1,265.22
Orange City	8,757.73	1,500.00	100.00	240.00	10.64	2,229.64	4,933.14
Osage	11,644.04	2,000.00	2,000.00	460.00	4.08	1,844.08	1,913.65
Oscola	6,389.68	1,700.00	2,120.00	254.46	11.68	4,471.68	7,172.36
Oskawka	22,861.42	8,600.00	1,200.00	676.00	13.44	2,087.90	4,301.78
Ottumwa	50,297.13	8,100.00	7,055.17	3,676.00	290.87	12,559.66	20,871.76
Panora	2,163.88	1,000.00	1,040.00	423.83	6,230.96	21,328.70	28,876.46
Parkersburg	2,991.91	1,800.00	1,163.50	233.50	9,705.70	1,465.74	1,707.11
Parkersburg	2,991.91	1,800.00	2.84	2.84	1,535.88	1,465.03	1,465.03

Presidential, Jan. 1, 1902

Presidential, Oct. 1, 1901

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Paulina.....	3	\$2,989.49	\$1,300.00	.....	\$188.00	\$2.96	.....	\$1,490.96	\$1,498.53	50	
Pella.....	3	5,501.76	1,700.00	.....	356.00	5.36	.....	2,111.36	3,390.40	38	
Perry.....	2	9,030.44	2,000.00	\$50.00	400.00	92.90	.....	4,592.90	4,437.54	51	
Pocahontas.....	3	1,468.29	550.00	2,100.00	71.00	1.52	.....	1,622.52	2,447.77	42	Presidential, Jan. 1, 1902.
Pomeroy.....	3	2,326.51	1,200.00	.....	174.00	1.28	.....	1,375.28	951.23	56	
Postville.....	3	2,703.38	1,200.00	110.00	192.11	1.36	.....	1,593.47	1,199.91	56	
Prairie City.....	3	2,446.46	1,100.00	40.00	182.00	2.48	.....	1,334.46	1,113.00	55	
Preston.....	3	988.54	500.00	.....	87.00	1.16	.....	1,065.16	1,371.36	61	Do.
Primghar.....	3	3,538.35	1,400.00	.....	243.84	1.36	.....	1,645.20	1,893.15	46	Do.
Radcliff.....	2	1,418.77	1,500.00	.....	91.40	56	.....	1,641.96	776.81	45	
Red Oak.....	2	15,213.61	2,300.00	2,287.86	802.19	285.63	\$2,992.73	8,619.52	6,594.09	57	
Rembeck.....	3	3,741.71	1,500.00	.....	185.85	2.08	.....	1,857.93	2,053.78	45	
Remsen.....	3	2,944.21	1,800.00	.....	184.00	2.96	.....	1,486.96	1,457.25	51	
Riceville.....	3	2,470.04	1,100.00	70.00	210.50	1.76	.....	1,382.26	1,087.78	56	
Rockford.....	3	2,846.64	1,800.00	.....	238.00	1.76	.....	1,539.76	1,306.88	54	
Rock Rapids.....	3	5,501.83	1,700.00	50.00	284.00	7.44	.....	2,041.44	3,460.39	37	
Rock Valley.....	3	3,138.25	1,400.00	.....	242.54	2.40	.....	1,644.94	1,493.31	52	
Rockwell.....	3	2,064.16	1,100.00	.....	163.98	1.20	.....	1,255.18	1,798.96	61	
Rothwell.....	3	5,034.28	1,600.00	50.00	344.68	6.60	.....	2,000.28	3,034.00	40	
Ruthven.....	3	3,496.87	1,400.00	52.50	206.80	8.28	.....	1,662.58	1,834.29	48	
Sac City.....	3	3,083.10	1,300.00	110.00	213.00	2.72	.....	1,625.72	1,467.38	53	
Sac City.....	3	5,987.31	1,700.00	90.00	304.00	7.60	.....	2,101.60	3,885.71	35	
St. Ansgar.....	3	1,151.04	650.00	.....	98.00	40	.....	648.40	502.64	56	Do.
Sanborn.....	3	2,767.66	1,200.00	50.00	123.00	8.84	.....	1,476.84	1,290.82	53	
Schaller.....	3	2,475.96	1,200.00	.....	239.00	1.04	.....	1,340.04	1,135.92	54	
Schlesinger.....	3	2,632.72	1,200.00	.....	158.50	1.84	.....	1,360.36	1,272.46	51	
Seymour.....	3	3,200.30	1,400.00	60.00	265.00	1.84	.....	1,746.84	1,453.46	55	
Shelby.....	3	2,365.89	1,100.00	.....	135.00	2.32	.....	1,297.32	1,028.57	55	
Sheldon.....	3	8,354.58	1,900.00	100.00	467.83	12.18	.....	2,470.81	6,883.77	30	
Shellsboro.....	3	2,162.21	1,000.00	.....	116.00	2.00	.....	1,118.00	1,044.21	52	
Shenandoah.....	2	13,676.44	2,300.00	2,600.00	580.00	23.05	1,086.09	6,559.14	7,117.30	48	
Sibley.....	3	6,345.53	1,600.00	97.48	214.00	6.08	.....	1,917.56	3,427.97	36	
Sidney.....	3	3,018.98	1,400.00	.....	191.20	4.08	.....	1,585.28	1,423.70	53	
Sioux City.....	1	4,775.62	1,600.00	100.00	247.95	6.48	21,749.25	41,904.46	2,321.18	41	
Sioux City.....	3	188,155.19	8,400.00	15,792.60	.....	972.58	.....	1,559.28	96,250.73	30	In Government building.
Sioux Rapids.....	3	3,606.25	1,400.00	30.00	226.00	3.28	.....	1,01.02	1,946.97	46	
Spencer.....	3	8,865.95	2,000.00	1,300.00	475.98	101.02	.....	3,877.00	4,988.95	44	
Spirit Lake.....	3	4,637.21	1,600.00	140.00	225.00	5.12	.....	1,970.12	2,667.09	42	
State Center.....	3	2,626.06	1,200.00	80.00	122.97	2.40	.....	1,355.77	1,270.29	52	
Stam Lake.....	3	7,070.85	1,400.00	140.00	354.00	12.40	.....	2,496.40	4,774.45	34	
Story City.....	3	2,697.00	1,100.00	25.00	100.00	2.58	.....	1,347.58	1,406.41	48	

Presidential, Jan. 1, 1902

Do.

In Government building.
Presidential. Jan. 1. 1902.

Strawberry Point.....	2,241.41	1,100.00	184.02	80	1,294.82	1,006.59
Stuart.....	4,694.13	1,600.00	416.00	8.00	2,249.00	2,445.13
Sunmer.....	4,100.86	1,500.00	260.00	4.16	2,054.16	2,046.70
Sutherland.....	2,135.99	1,100.00	144.00	1.44	1,245.44	1,890.55
Tabor.....	3,148.06	1,800.00	286.50	3.28	1,579.78	1,566.28
Tama.....	5,345.49	1,700.00	367.61	13.20	2,380.81	2,964.68
Tipton.....	7,725.14	1,900.00	256.00	7.84	2,413.84	6,313.30
Toledo.....	6,301.58	1,600.00	358.00	8.98	2,166.80	4,337.78
Truer.....	4,255.26	1,600.00	323.54	6.98	1,970.42	2,284.84
Valley Junction.....	2,533.92	1,100.00	40.00	7.28	1,398.28	1,135.64
Vassilla.....	6,163.06	1,700.00	320.00	15.60	2,324.00	3,829.06
Vinton.....	8,436.03	2,000.00	1,000.00	1.41	3,437.10	6,018.93
Wall Lake.....	2,543.07	1,100.00	132.33	2.08	1,315.41	1,228.26
Wainut.....	2,979.51	1,200.00	187.30	2.72	1,390.99	1,589.59
Wapello.....	2,793.72	1,300.00	187.82	2.72	1,722.02	1,359.99
Washington.....	20,688.15	2,200.00	464.10	20.03	4,784.13	1,837.98
Waterville.....	40,588.13	2,200.00	7,100.00	689.23	18,332.52	25,234.22
Webster.....	8,067.74	1,600.00	304.00	6.80	2,210.80	2,866.95
Webster City.....	8,075.52	1,600.00	300.00	24.80	3,044.68	4,073.84
Weber.....	15,098.82	2,000.00	600.00	197.61	9,254.54	6,832.28
West Bend.....	1,091.43	1,000.00	73.00	.72	576.72	1,515.71
Westhead.....	2,286.12	1,100.00	162.00	.72	239.16	1,016.16
West Liberty.....	4,606.36	1,600.00	191.55	6.80	2,293.55	2,313.81
West Union.....	5,263.00	1,700.00	406.00	7.20	2,931.20	3,331.80
Whitcomb.....	4,176.61	1,600.00	169.00	-4.56	1,682.56	2,494.05
Whitinger.....	1,744.91	1,500.00	10.00	55.00	1,665.90	1,779.11
Williams.....	2,153.23	1,000.00	225.62	.64	1,194.26	1,028.97
Williamsburg.....	8,090.76	1,800.00	235.62	1.92	1,537.41	1,553.32
Wilson Junction.....	2,878.19	1,800.00	198.00	3.82	1,576.92	1,301.27
Winfield.....	2,578.63	1,100.00	186.80	1.84	1,298.64	1,289.59
Winterset.....	7,456.55	1,900.00	150.00	7.44	2,457.44	4,999.11
Woodbine.....	4,225.11	1,500.00	302.00	4.64	1,846.64	2,378.47
Total.....	2,524,424.69	418,725.00	76,285.85	16,094.71	1,051,831.43	1,478,088.26
KANSAS.						
Abilene.....	11,357.58	2,300.00	399.33	151.43	7,115.62	4,241.96
Alma.....	2,713.22	1,800.00	186.73	4.56	1,581.29	1,151.93
Anthony.....	5,145.22	1,600.00	351.97	10.00	2,061.97	3,083.25
Arkansas.....	4,138.98	1,600.00	241.44	40.16	1,881.60	2,257.38
Arkansas City.....	13,904.07	2,400.00	520.20	66.90	9,180.26	4,623.81
Astichson.....	40,743.89	2,900.00	6,378.26	866.50	17,669.80	23,073.59
Atwood.....	1,238.20	650.00	45.00	.72	615.72	622.48
Augusta.....	2,729.33	1,300.00	152.55	9.21	1,471.76	1,257.57
Axtell.....	2,512.97	1,100.00	140.00	2.56	1,292.56	1,230.41
Baldwin.....	2,600.63	1,600.00	38.63	9.92	1,686.55	2,574.13
Baxter Springs.....	2,760.63	1,300.00	86.00	8.16	1,411.01	1,349.62
Belleville.....	4,631.19	1,600.00	70.00	13.82	1,915.82	1,715.87
Beloit.....	10,339.92	2,200.00	459.00	14.53	4,130.81	6,209.11
Blue Rapids.....	3,242.18	1,300.00	26.56	2.88	1,477.44	1,771.74
Blue Springs.....	4,560.23	1,500.00	155.15	5.60	1,810.75	2,738.48

Total

KANSAS.

Abilene	2
Alma	5
Anthony	9
Argentina	1
Arkansas City	4
Atchison	2
Atwood	6
Augusta	3
Axtell	0
Baldwin	7
Baxter Springs	0
Belleville	3
Beloit	5
Blue Rapids	2
Burlingame	5

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Plymouth	2	\$8,806.74	\$2,000.00	\$1,500.00	\$490.00	\$39.45	\$229.29	\$4,019.45	\$4,787.29	46	
Portland	2	12,046.43	2,100.00	1,399.25	490.00	50.27	\$2,207.41	4,458.81	7,687.62	37	
Princeton	2	9,136.83	2,200.00	2,082.60	500.00	165.91		7,105.92	2,031.01	78	
Redkey	2	3,284.86	1,400.00	1,407.73	205.00	28.38		1,774.11	1,460.75	56	
Remington	2	3,134.06	1,300.00	810.00	202.00	10.92		2,356.92	1,627.81	48	
Remuslaer	2	6,136.54	1,700.00	772.89	351.00	4.34		2,856.24	3,779.62	38	
Richmond	1	46,624.16	3,000.00	1,500.00	1,500.00	739.16	11,116.25	24,076.80	22,647.86	52	
Ridgeville	1	3,632.56	1,600.00	20.00	138.00	4.66		1,762.56	1,870.00	49	
Risingaun	2	2,471.78	2,200.00	250.00	338.00	8.44		3,609.28	5,463.47	66	
Rochester	2	4,132.76	2,000.00	1,252.12	400.00	10.32		2,470.32	2,116.44	64	
Rockport	2	4,068.76	1,500.00	400.00	242.00	10.88		1,922.88	2,730.13	41	
Rockville	2	7,038.31	2,300.00	2,700.77	750.00	184.80		5,182.22	2,841.74	73	
Rushville	2	10,624.66	1,500.00	2,200.00	250.00	5.88	2,517.15	1,466.08	2,931.80	44	
Salmon	2	1,394.98	1,550.00	2,200.00	157.10	5.88		608.98	1,956.95	44	
Scotsburg	2	10,246.61	2,200.00	2,900.00	450.00	100.85	2,622.04	8,698.27	1,773.15	33	
Seymour	2	10,246.61	2,200.00	2,900.00	450.00	100.85	2,622.04	8,698.27	1,773.15	33	
Shelbyville	2	14,622.86	1,400.00	5,200.00	680.00	76.54	8,846.73	9,685.77	1,048.04	65	
Sherridan	2	9,725.80	1,300.00	1,657.40	186.00	7.74		1,992.74	1,448.04	55	
South Bend	2	90,527.25	3,200.00	11,657.40	171.00	962.18	16,262.31	32,377.19	53,150.58	36	Presidential, Jan. 1, 1902.
South Whitley	1	2,857.62	1,300.00	80.00	365.00	8.12		2,415.84	3,306.51	54	
Spencer	2	6,992.16	1,700.00	800.00	248.85	19.24		2,517.63	1,948.92	38	
Stillman	2	6,941.41	1,800.00	180.00	248.85	9.99		2,517.63	1,948.92	38	
Summitville	2	8,095.48	1,800.00	180.00	182.50	9.92		1,497.42	1,498.06	48	
Sunrise	2	6,682.70	250.00	250.00	87.18	9.32		287.50	1,397.20	45	
Tell City	2	8,185.59	1,400.00	200.00	188.08	5.11		1,789.14	1,397.45	56	
Terra Haute	2	88,192.01	3,200.00	12,245.92	173.53	962.83	19,858.84	36,257.64	51,934.87	41	
Thorntown	1	3,512.20	1,500.00	300.00	278.10	7.92		1,631.00	1,824.87	48	
Tipton	2	9,391.88	2,000.00	1,400.00	460.00	30.15		2,508.26	5,824.95	30	
Union City	2	3,622.58	1,400.00	80.00	240.00	8.08		1,723.08	1,904.45	48	
Upland	2	19,241.47	2,500.00	8,795.94	700.00	198.70	8,877.17	11,063.81	8,174.66	58	
Valparaiso	2	2,645.61	1,400.00	200.00	190.00	8.08		1,798.08	1,668.48	62	
Veedersburg	2	2,645.61	1,400.00	200.00	190.00	8.08		1,798.08	1,668.48	62	
Vevay	2	20,226.08	2,500.00	899.99	210.75	6.08		1,615.82	7,898.87	69	
Vincennes	2	17,894.39	2,500.00	3,631.68	600.00	291.27	5,580.67	12,562.92	7,663.11	62	
Wabash	2	2,485.25	2,500.00	8,801.68	600.00	291.27	4,070.26	10,762.61	7,123.78	60	
Walkerton	2	3,880.41	1,100.00	70.00	140.00	6.68		1,815.68	1,169.67	53	
Warren	2	9,949.09	1,500.00	50.00	138.60	10.40		1,694.00	2,186.41	44	
Warsaw	2	11,082.79	2,200.00	2,241.02	560.00	173.35	1,629.34	6,698.71	3,255.88	67	
Washington	2	11,082.79	2,200.00	2,700.00	560.00	233.30	8,447.22	9,120.52	1,912.27	83	
Waterloo	2	8,087.82	1,400.00	.....	170.50	79.72		1,650.22	1,387.60	54	
West Baden	2	1,817.65	1,200.00	40.00	100.00	18.28		1,833.28	1,464.87	74	

Whiting.....	3	4,593.85	1,400.00	.....	294.00	16.00	.....	1,710.00	2,883.85	37
Williamsport.....	3	3,832.11	1,400.00	.....	200.00	6.88	.....	1,683.44	1,683.44	49
Winamac.....	3	4,417.94	1,600.00	.....	148.00	7.44	.....	1,935.44	2,482.50	44
Winchester.....	2	10,296.88	2,300.00	.....	508.00	158.46	1,422.46	6,588.92	3,707.66	64
Wolcott.....	3	2,462.25	1,100.00	.....	170.99	2.40	.....	1,270.06	1,192.19	52
Worthington.....	3	4,215.58	1,600.00	.....	224.66	9.68	.....	2,004.67	2,210.91	48
Total.....		2,499,847.16	308,300.00	360,871.90	59,586.78	25,824.96	410,064.69	1,164,398.33	1,385,448.83	47
INDIAN TERRITORY.										
Ada.....	3	702.68	825.00	.....	20.00	1.60	.....	400.06	302.68	56
Armore.....	2	12,669.67	2,200.00	.....	2,600.00	142.82	.....	5,442.32	7,127.35	43
Atoka.....	3	2,787.83	1,000.00	.....	300.00	6.16	.....	1,842.16	1,446.67	48
Caddo.....	3	2,906.91	1,200.00	.....	300.00	4.32	.....	1,647.72	1,858.19	53
Cherokee.....	3	3,402.09	1,200.00	.....	200.00	2.16	.....	1,557.26	1,844.83	46
Chickasha.....	3	13,114.01	1,900.00	.....	968.15	51.68	.....	2,665.57	10,488.44	20
Cherokee.....	3	3,076.01	1,300.00	.....	100.00	6.08	.....	1,369.58	1,665.43	51
Coalhatchee.....	3	3,423.82	1,200.00	.....	186.00	7.76	.....	1,383.76	2,040.16	40
Comanche.....	3	3,522.02	1,200.00	.....	171.50	1.86	.....	1,301.38	380.64	45
Davis.....	3	2,716.02	1,300.00	.....	408.00	3.04	.....	1,823.04	2,867.86	41
Duncan.....	3	2,691.26	1,300.00	.....	183.00	6.32	.....	1,967.78	4,589.62	41
Durant.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Gibson.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Payne.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Smith.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Towson.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Vallentyne.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Washita.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Wheeler.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Woodward.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Wright.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Yates.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Zuni.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Stanton.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Tule.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Union.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Verde.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Wagoner.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Weverton.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Fort Woodward.....	3	1,862.54	1,000.00	.....	260.00	15.44	.....	2,731.00	4,589.62	41
Total.....		136,406.44	37,525.00	13,215.67	4,889.28	530.61	.....	56,160.56	80,245.88	41
IOWA.										
Ackley.....	3	4,097.14	1,500.00	.....	50.00	5.76	.....	1,799.76	2,297.88	44
Adair.....	3	3,022.89	1,400.00	.....	90.00	2.72	.....	1,682.64	1,340.25	56
Adel.....	3	3,963.78	1,600.00	.....	300.00	4.96	.....	1,804.96	1,788.82	50
Afton.....	3	3,019.86	1,500.00	.....	251.50	4.72	.....	1,766.22	1,833.64	49
Albia.....	3	7,469.60	1,800.00	.....	780.00	11.11	.....	1,923.11	1,657.30	43
Albia.....	3	7,469.60	1,800.00	.....	780.00	26.95	.....	2,767.07	4,712.57	37

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent; light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Alden.....	3	\$2,845.05	\$1,200.00	\$40.00	\$164.00	\$1.76	.....	\$1,405.76	\$1,487.29	49	
Algona.....	2	9,067.80	2,000.00	1,300.00	595.75	15.76	.....	8,911.51	5,156.38	43	
Allerton.....	3	2,138.54	1,100.00	.....	200.49	12.84	.....	1,813.33	825.25	61	
Alta.....	3	3,458.35	1,400.00	12.47	223.00	2.56	.....	1,638.03	1,820.25	47	
Alton.....	2	2,873.33	1,200.00	20.00	175.00	2.24	.....	1,397.24	1,476.09	49	
Ames.....	2	10,775.45	2,100.00	1,400.00	360.00	20.83	.....	8,880.83	6,894.63	36	
Anamosa.....	2	6,219.17	1,800.00	200.00	333.00	10.08	.....	2,343.08	8,876.09	38	
Anita.....	3	3,273.45	1,400.00	40.00	190.00	3.28	.....	1,633.28	1,263.17	50	
Arlington.....	3	2,539.40	1,100.00	.....	175.00	8.89	.....	1,275.88	1,263.52	50	
Armstrong.....	3	2,498.29	1,200.00	22.50	156.00	2.82	.....	1,381.32	1,108.97	56	
Atlantic.....	2	11,659.39	2,800.00	2,552.60	750.00	255.78	\$3,688.86	8,878.24	2,781.15	76	
Audubon.....	3	5,394.97	1,700.00	200.00	264.00	5.92	.....	2,159.92	3,235.05	40	
Aurelia.....	3	2,862.74	1,100.00	.....	136.00	1.26	.....	1,237.26	1,625.46	52	
Avoca.....	3	3,468.95	1,500.00	150.00	277.00	4.40	.....	1,931.90	1,537.15	56	
Bancroft.....	3	2,210.80	1,100.00	25.00	188.98	.96	.....	1,314.94	895.86	59	
Battle Creek.....	3	2,220.85	1,100.00	.....	134.75	2.06	.....	1,236.83	984.02	56	
Bedford.....	3	5,952.75	1,700.00	40.00	400.00	4.80	.....	2,144.80	3,807.95	36	
Belle Plaine.....	3	7,985.35	1,700.00	150.00	296.00	14.24	.....	2,160.24	5,825.69	27	
Bellevue.....	3	3,703.78	1,500.00	200.00	166.00	3.76	.....	1,869.76	1,834.02	50	
Belmont.....	3	3,761.04	1,400.00	.....	176.57	3.12	.....	1,579.69	2,181.39	42	
Bloomfield.....	3	5,472.76	1,700.00	70.00	229.00	11.84	.....	2,010.84	3,461.92	37	
Bonaparte.....	3	2,797.20	1,200.00	.....	219.30	4.32	.....	1,423.62	1,373.58	51	
Boone.....	2	15,181.64	2,400.00	3,000.00	600.00	236.46	3,301.00	9,537.46	5,644.38	63	
Britt.....	3	4,139.45	1,600.00	150.00	154.00	5.28	.....	1,909.28	2,230.20	46	
Brooklyn.....	3	3,617.86	1,500.00	.....	171.40	3.52	.....	1,674.92	1,942.94	46	
Buffalo Center.....	3	3,167.95	1,300.00	.....	139.94	1.28	.....	1,441.22	1,726.73	45	
Burlington.....	1	60,148.57	3,100.00	10,494.56	139.94	808.68	15,530.32	29,933.56	30,215.01	50	In Government building, Presidential, Apr. 1, 1902.
Burt.....	3	856.72	275.00	25.00	52.50	.72	.....	353.22	3.50	99	
Cacareo.....	3	8,940.22	2,000.00	1,040.76	481.85	16.94	.....	3,539.55	5,440.67	39	
Cascade.....	2	2,335.27	1,100.00	.....	200.36	1.36	.....	1,301.72	1,033.55	56	
Cedar Falls.....	3	15,383.72	2,400.00	3,148.90	480.85	290.35	3,702.20	10,241.45	5,142.27	67	
Cedar Rapids.....	1	100,862.80	3,300.00	18,869.00	700.00	487.63	13,140.86	80,317.56	70,545.24	30	
Centerville.....	2	11,321.99	2,000.00	2,200.00	468.40	19.92	.....	6,688.32	6,688.32	41	
Chariton.....	2	9,176.84	2,000.00	2,000.00	500.00	126.53	.....	4,626.53	4,550.31	50	
Charles City.....	2	11,557.87	2,200.00	1,698.90	600.00	161.97	.....	7,026.37	4,532.50	61	
Charles Oak.....	3	2,576.70	1,300.00	.....	224.00	2.48	2,371.50	1,526.48	1,050.22	59	
Cherokee.....	2	10,034.69	2,100.00	2,100.00	651.20	18.68	.....	4,870.08	5,164.51	49	
Charlton.....	2	10,665.05	2,200.00	2,000.00	445.00	16.72	928.14	6,480.86	4,175.19	61	
Chariton.....	3	5,050.88	1,500.00	120.00	244.07	1.11	.....	1,870.23	3,180.65	27	
Chariton.....	3	8,540.86	1,500.00	70.00	226.00	1.46	.....	1,737.44	1,743.42	51	
Clearlake.....	3	4,468.15	1,600.00	75.00	284.00	10.94	.....	1,936.96	2,531.19	40	

Whiting.....	3	4,593.85	1,400.00	.....	294.00	16.00	.....	1,710.00	2,883.85	37
Williamport.....	3	3,332.11	1,400.00	.....	240.00	6.88	.....	1,633.40	3,093.71	49
Winamac.....	3	4,417.94	1,600.00	.....	180.00	7.44	.....	2,432.50	2,432.50	44
Winchester.....	2	10,286.58	2,300.00	.....	2,200.00	158.46	1,422.46	6,588.92	3,707.66	64
Wolcott.....	2	2,462.29	1,100.00	.....	567.66	2.00	.....	1,270.06	1,192.19	52
Worthington.....	3	4,215.38	1,600.00	.....	170.00	9.68	.....	2,004.67	2,210.91	48
Total.....	.....	2,499,847.16	308,300.00	360,671.90	59,586.78	25,824.96	410,064.69	1,164,398.33	1,335,448.83	47
INDIAN TERRITORY.										
Ada.....	3	702.68	325.00	20.00	53.45	1.60	.....	400.05	302.63	56
Arkmore.....	2	12,593.67	2,200.00	2,600.00	500.00	142.82	.....	5,442.82	7,127.95	48
Atoka.....	3	7,787.83	1,000.00	200.00	136.00	6.16	.....	1,842.16	1,465.67	43
Cadato.....	3	2,905.91	1,100.00	300.00	135.40	4.32	.....	1,547.72	1,358.19	53
Checotah.....	3	3,492.09	1,200.00	200.00	155.10	2.16	.....	1,557.26	1,844.83	46
Chickasha.....	3	13,114.01	1,900.00	593.15	120.74	51.68	.....	2,655.57	10,468.44	20
Claremore.....	3	8,075.01	1,900.00	100.00	163.45	6.08	.....	1,569.53	1,505.48	51
Coalgate.....	3	8,429.02	1,200.00	40.00	136.00	7.76	.....	1,383.78	2,046.16	40
Comanche.....	3	6,682.02	1,250.00	17.50	82.62	1.36	.....	1,301.33	330.64	46
Devils.....	3	2,716.02	1,300.00	400.00	125.00	3.04	.....	1,823.04	887.98	67
Duncan.....	3	3,801.26	1,300.00	98.32	163.00	6.82	.....	1,567.64	2,233.62	41
Durant.....	3	6,478.40	1,600.00	250.00	276.84	15.44	.....	2,141.78	4,336.62	33
Eufaula.....	3	1,362.56	600.00	35.00	100.00	.....	.....	735.00	627.56	54
Hartshorne.....	3	3,330.82	1,300.00	130.00	48.30	9.36	.....	1,487.66	1,842.16	45
Holdenville.....	3	4,914.67	1,400.00	165.00	100.00	11.84	.....	1,678.84	3,240.83	34
Lehigh.....	3	2,428.88	1,100.00	220.00	139.55	4.88	.....	1,464.43	964.45	60
Marietta.....	3	1,149.59	500.00	100.00	65.00	.....	.....	665.00	484.59	53
Marlow.....	3	1,526.35	600.00	15.00	37.00	88	.....	702.88	623.47	53
Miami.....	3	3,300.38	1,200.00	40.00	127.00	16.07	.....	1,383.07	1,917.31	42
Muskogee.....	2	12,885.06	2,000.00	2,715.21	400.00	56.71	.....	5,170.92	7,714.14	40
Okmulgee.....	3	1,029.45	2,275.00	.....	38.40	1.44	.....	814.84	714.81	30
Pauls Valley.....	3	4,848.86	1,600.00	600.00	180.00	6.80	.....	2,186.80	2,162.06	50
Purcell.....	3	4,815.13	1,600.00	300.00	41.45	8.64	.....	1,950.09	2,365.04	45
Sapulpa.....	3	4,271.88	1,200.00	100.00	169.25	11.68	.....	1,490.98	2,700.90	35
South McAlester.....	2	12,924.37	2,000.00	2,986.31	86.67	11.68	.....	5,659.98	7,364.39	43
Tahlequah.....	3	2,676.26	1,100.00	170.00	99.60	4.80	.....	1,374.40	1,301.86	51
Tulsa.....	3	8,818.12	1,400.00	190.00	148.25	8.80	.....	1,747.07	2,071.07	46
Vinita.....	3	7,556.52	1,800.00	379.89	160.00	24.40	.....	2,364.29	6,192.23	31
Wagoner.....	3	6,437.94	1,600.00	283.29	849.98	16.08	.....	2,249.35	3,188.59	41
Wilburton.....	3	3,171.80	1,275.00	70.00	37.50	72	.....	313.22	227.61	53
Wynnewood.....	3	.....	1,400.00	.....	113.00	13.60	.....	1,596.60	1,575.20	50
Total.....	.....	136,406.44	37,525.00	13,215.67	4,899.28	530.61	.....	56,190.56	90,246.88	41
IOWA.										
Ackley.....	3	4,097.14	1,500.00	50.00	244.00	5.76	.....	1,799.76	2,297.38	44
Adair.....	3	3,022.89	1,400.00	90.00	189.92	2.72	.....	1,682.64	1,840.25	56
Adel.....	3	3,693.78	1,500.00	.....	300.00	4.96	.....	1,804.96	1,788.82	50
Afion.....	3	3,619.96	1,500.00	.....	281.50	4.72	.....	1,766.22	1,833.64	49
Akron.....	3	3,162.41	1,300.00	.....	214.00	11.11	.....	1,525.11	1,687.80	43
Albia.....	3	7,469.60	1,800.00	780.00	150.12	26.95	.....	2,757.07	4,712.57	37

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Griswold.....	3	\$8,621.45	\$1,400.00	\$50.00	\$300.00	\$2.08	.....	\$1,752.08	\$1,869.37	48	
Grundy Center.....	3	4,575.81	1,600.00	210.00	353.00	4.40	.....	2,167.40	2,408.41	47	
Guthrie Center.....	3	4,339.50	1,600.00	300.00	269.00	3.36	.....	2,182.36	2,177.14	50	
Guthrie Center.....	3	2,060.29	1,000.00	.....	115.95	11.84	.....	1,117.95	3,292.34	54	
Guthrie Center.....	3	6,189.09	1,600.00	60.00	284.00	2.00	.....	1,965.84	3,223.25	38	
Hampton.....	3	7,739.18	1,800.00	100.00	358.00	8.72	.....	2,268.72	6,472.46	29	
Harlan.....	3	6,688.91	1,700.00	60.00	331.00	6.88	.....	2,097.88	4,591.08	31	
Hartley.....	3	2,600.06	1,500.00	.....	250.00	2.40	.....	1,752.40	1,847.66	49	
Hawarden.....	3	6,198.97	1,600.00	400.00	274.00	6.48	.....	2,280.48	2,918.49	44	
Hedrick.....	3	2,931.27	1,200.00	50.00	194.00	4.32	.....	1,448.32	1,482.95	49	
Holstein.....	3	2,863.83	1,300.00	.....	214.83	8.88	.....	1,515.71	1,348.12	53	
Hubbard.....	3	2,186.50	1,000.00	.....	119.95	1.68	.....	1,121.63	1,014.87	52	
Hull.....	3	2,383.32	1,000.00	.....	168.12	1.44	.....	1,170.56	1,222.76	49	
Humboldt.....	3	5,516.05	1,700.00	40.00	371.80	6.68	.....	2,117.48	3,398.57	38	
Humboldt.....	3	2,722.32	1,200.00	100.00	156.00	2.16	.....	1,458.16	1,264.16	54	
Idagrove.....	3	5,549.05	1,700.00	.....	331.00	4.72	.....	2,085.72	3,513.33	37	
Independence.....	2	6,549.05	1,900.00	1,732.60	500.00	25.92	\$1,754.98	6,213.45	6,698.91	49	
Indiana.....	2	8,592.79	1,900.00	.....	298.00	9.84	.....	2,207.84	6,384.95	26	
Iowa City.....	2	38,294.06	2,800.00	5,100.00	1,321.60	676.45	6,127.32	16,025.87	22,268.69	42	
Iowa Falls.....	2	10,508.52	2,000.00	1,500.00	463.85	21.46	.....	3,985.31	6,523.21	25	
Iowa Falls.....	2	2,275.52	1,100.00	.....	170.00	1.04	.....	1,271.04	1,004.48	56	
Ireton.....	2	8,986.91	2,000.00	1,000.00	345.00	26.07	.....	3,371.07	5,615.84	38	
Jewell.....	2	2,894.55	1,200.00	40.00	213.40	2.56	.....	1,455.96	1,438.59	50	
Keosauqua.....	1	48,711.62	3,100.00	8,000.00	163.91	808.01	7,944.04	19,352.05	29,359.57	30	In Government building.
Keosauqua.....	1	8,425.53	1,400.00	120.00	107.77	1.76	.....	1,686.39	1,737.14	49	
Keota.....	3	2,892.96	1,200.00	49.98	195.53	1.86	.....	1,359.51	1,528.45	47	
Kingsley.....	3	2,785.36	1,200.00	.....	195.53	1.86	.....	1,359.51	1,398.47	51	
Knoxville.....	3	6,688.01	1,800.00	600.00	348.00	12.32	.....	2,760.32	3,907.69	41	
Lake City.....	3	5,023.43	1,700.00	.....	388.75	8.32	.....	2,048.07	2,975.36	41	
Lake Mills.....	3	3,123.64	1,400.00	180.00	244.00	2.88	.....	1,776.88	1,346.76	57	
Lamoni.....	3	4,434.04	1,600.00	.....	258.75	4.64	.....	1,863.39	2,570.65	42	
Lansing.....	3	8,221.41	1,400.00	180.00	250.00	4.64	.....	1,834.64	1,896.77	57	
Laporte City.....	3	3,497.55	1,400.00	10.00	223.00	4.16	.....	1,637.16	1,850.40	47	
Laurens.....	3	3,249.29	1,400.00	400.00	190.00	2.32	.....	1,632.32	1,615.97	50	
Laurens.....	2	12,876.00	2,800.00	3,065.20	700.00	194.74	.....	6,190.94	6,676.06	46	
Lenox.....	3	8,283.25	1,400.00	.....	211.00	8.12	.....	1,614.12	1,679.13	49	
Leon.....	3	6,131.86	1,600.00	200.00	279.00	7.84	.....	2,086.84	3,044.02	41	
Leoson.....	3	4,158.02	1,200.00	.....	192.00	1.92	.....	1,383.92	2,769.10	34	
Logan.....	3	4,158.02	1,200.00	100.00	192.00	1.92	.....	1,383.92	2,769.10	34	
Lorimer.....	3	1,426.33	500.00	20.00	87.00	4.96	.....	607.32	819.01	48	
Lyon.....	2	14,614.08	2,400.00	3,200.00	600.00	18.74	.....	6,213.74	8,396.34	48	Presidential, Jan. 1, 1902.

McGregor	5,619.54	1,600.00	24.95	206.00	9.44	1,840.39	8,779.15
Madrid	2,701.92	1,200.00	171.00	171.00	2.40	1,418.40	1,294.95
Marathon	8,326.95	1,800.00	60.00	172.00	4.48	1,538.46	1,800.47
Marquette	8,370.85	1,800.00	120.00	410.00	14.82	2,444.82	6,926.58
Martinez	2,982.86	1,500.00	90.00	184.00	5.32	1,738.32	1,266.54
Maryland	8,608.06	1,400.00	90.00	240.00	3.76	1,735.12	1,999.94
Mason	8,930.07	1,500.00	76.00	220.00	4.24	1,899.76	2,120.81
Massachusetts	8,822.04	1,400.00	40.00	228.00	96.74	4,820.74	2,184.82
Matamoras	8,589.24	2,000.00	1,832.60	891.40	2.24	1,446.24	1,050.10
Mayaguez	2,496.34	1,200.00	50.00	194.00	1.64	1,601.44	1,386.54
Mayfield	2,967.98	1,400.00	40.00	169.60	5.86	2,115.85	3,070.45
Mayo	5,185.80	1,600.00	199.99	310.00	20.96	4,480.96	4,590.84
Maywood	8,989.80	2,000.00	2,100.00	860.00	762.48	18,518.88	21,590.80
Maytown	40,109.68	2,900.00	6,600.00	1,000.00	880.97	10,422.70	21,793.38
Mayville	82,216.08	2,600.00	8,846.16	1,793.18	3,442.89	10,422.70	21,793.38
Maywood	2,765.46	1,100.00	40.00	165.00	1.92	1,319.88	1,445.58
Maywood	2,966.62	1,000.00	300.00	383.00	18.82	2,451.82	3,895.80
Maywood	6,784.62	1,800.00	100.00	174.00	2.88	1,474.00	1,875.78
Maywood	2,849.78	1,200.00	100.00	131.89	2.88	1,284.27	1,247.71
Maywood	2,481.98	1,100.00	60.00	243.29	8.68	1,705.97	1,862.32
Maywood	8,569.29	1,400.00	800.00	261.57	6.18	2,187.75	2,617.86
Maywood	4,785.63	1,200.00	80.00	96.09	2.40	1,388.49	1,191.65
Maywood	2,550.14	1,200.00	50.00	231.70	6.82	1,688.02	1,788.91
Maywood	8,476.93	1,400.00	200.00	290.70	5.92	2,094.62	8,047.36
Maywood	5,143.98	1,600.00	2,248.90	600.00	30.80	7,766.72	8,654.87
Maywood	11,421.89	2,800.00	2,248.90	831.00	10.96	2,041.96	4,510.65
Maywood	6,562.61	1,700.00	50.00	144.00	2.56	1,386.56	1,231.88
Maywood	2,627.94	1,200.00	4,364.48	208.72	6,426.65	14,976.95	10,816.86
Maywood	25,738.23	2,700.00	40.00	272.00	4.80	1,816.80	1,986.89
Maywood	8,738.69	1,500.00	50.00	300.00	7.92	1,856.80	1,872.34
Maywood	8,729.14	1,600.00	50.00	294.00	6.80	1,856.80	1,872.34
Maywood	6,284.95	1,800.00	40.00	294.00	1.92	1,415.92	1,076.88
Maywood	2,492.75	1,700.00	200.00	294.00	9.44	2,203.44	3,431.80
Maywood	5,685.24	1,700.00	200.00	294.00	1.04	1,589.04	1,515.61
Maywood	1,823.30	1,500.00	30.00	166.00	8.04	8,488.35	8,161.66
Maywood	8,064.65	1,300.00	70.00	380.00	197.72	1,693.28	1,494.91
Maywood	16,645.01	2,400.00	2,898.91	200.00	8.28	1,822.80	1,694.26
Maywood	8,186.19	1,400.00	150.00	270.00	2.60	1,497.60	1,411.52
Maywood	8,517.06	1,400.00	28.65	87.00	1.60	864.29	700.85
Maywood	2,909.12	1,300.00	277.00	277.00	12.16	1,899.16	2,896.45
Maywood	1,564.64	1,600.00	500.00	277.00	16.72	2,596.72	8,246.61
Maywood	4,716.61	1,800.00	70.00	223.00	2.64	1,596.64	1,265.22
Maywood	10,842.33	1,900.00	275.00	244.00	10.64	2,229.64	4,938.14
Maywood	2,890.86	1,500.00	100.00	240.00	4.08	1,844.08	1,918.65
Maywood	7,162.78	1,700.00	2,000.00	254.46	11.68	4,471.68	7,172.86
Maywood	8,757.73	1,500.00	2,000.00	254.46	13.44	2,087.90	4,301.79
Maywood	11,644.04	2,000.00	7,763.34	676.00	290.87	12,569.66	20,881.42
Maywood	6,389.68	1,700.00	8,763.34	676.00	423.83	21,529.88	28,878.46
Maywood	22,861.42	2,600.00	7,065.17	1,040.00	2.24	1,465.74	1,465.74
Maywood	50,297.18	3,100.00	3,765.17	283.00	2.88	1,585.88	1,465.74
Maywood	8,172.85	1,800.00	283.00	283.00	2.88	1,585.88	1,465.74
Maywood	2,991.91	1,800.00	283.00	283.00	2.88	1,585.88	1,465.74

Presidential, Jan. 1, 1902.

Presidential, Oct. 1, 1901.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Paulina	3	\$2,989.49	\$1,300.00	.....	\$188.00	\$2.96	.....	\$1,490.96	\$1,498.53	50	
Peella	3	5,500.76	1,700.00	.....	386.00	5.96	.....	2,111.36	3,390.40	38	
Peoria	2	9,030.44	2,000.00	\$50.00	400.00	92.90	.....	2,482.90	4,487.54	51	
Perry City	3	1,468.29	550.00	2,100.00	71.00	1.52	.....	4,692.52	6,645.77	42	Presidential, Jan. 1, 1902.
Pottawattamie	3	2,826.51	1,200.00	.....	174.00	1.28	.....	1,375.28	951.23	59	
Prairie City	3	2,703.38	1,200.00	110.00	192.11	1.36	.....	1,503.47	1,199.91	56	
Preston	3	2,446.46	1,100.00	40.00	192.00	2.48	.....	1,394.46	1,111.98	55	
Princeton	3	2,958.54	500.00	.....	87.00	1.16	.....	1,587.16	1,371.38	61	Do.
Pringhar	3	8,538.35	1,400.00	.....	243.84	1.36	.....	1,645.20	1,893.15	45	Do.
Radcliff	3	1,418.77	650.00	.....	91.40	.56	.....	641.96	776.81	46	
Red Oak	2	15,213.71	2,300.00	2,297.96	802.18	236.63	\$2,992.73	8,619.52	6,594.09	57	
Reinbeck	3	8,741.61	1,300.00	.....	185.85	2.08	.....	1,687.98	2,053.78	45	
Remsen	3	2,940.71	1,300.00	.....	184.21	2.96	.....	1,496.96	1,457.25	51	
Riceville	3	2,470.04	1,100.00	70.00	210.50	1.76	.....	1,382.26	1,087.78	56	
Rock Rapids	1	2,846.64	1,300.00	.....	238.00	1.76	.....	1,539.76	1,306.88	54	
Rock Rock	3	6,501.83	1,700.00	50.00	284.00	7.44	.....	2,041.44	3,460.39	37	
Rock Valley	3	3,133.25	1,400.00	.....	242.54	2.40	.....	1,644.94	1,493.31	52	
Rockwell	3	2,064.16	1,100.00	.....	163.98	1.20	.....	1,255.18	796.98	61	
Rockwell City	3	6,034.28	1,600.00	60.00	344.68	6.50	.....	2,000.28	3,034.00	40	
Rolla	3	8,496.87	1,400.00	52.50	206.80	3.28	.....	1,662.58	1,834.29	48	
Ruthven	3	8,083.10	1,300.00	110.00	213.00	2.72	.....	1,625.72	1,457.38	53	
Sac City	3	6,997.31	1,700.00	90.00	304.00	7.60	.....	2,101.60	3,886.71	36	Do.
Sac City	3	1,151.04	550.00	.....	98.00	.40	.....	648.40	602.64	56	
St. Ansgar	3	2,787.66	1,200.00	50.00	223.00	3.84	.....	1,476.84	1,290.82	53	
Sanborn	3	2,475.96	1,200.00	.....	139.00	1.04	.....	1,840.04	1,135.92	54	
Schaller	3	2,632.72	1,200.00	.....	138.50	1.76	.....	1,860.26	1,272.46	51	
Scranton	3	8,200.30	1,400.00	60.00	285.00	1.84	.....	1,746.84	1,456.46	56	
Seymour	3	2,265.89	1,100.00	.....	135.00	1.82	.....	1,237.82	1,028.57	56	
Shelby	3	8,354.56	1,900.00	100.00	457.93	12.18	.....	2,470.81	6,883.77	30	
Sheldon	3	1,162.21	500.00	.....	116.00	2.00	.....	1,118.00	1,041.21	52	
Shenandoah	3	12,176.54	2,300.00	2,600.00	340.00	23.68	.....	6,559.14	8,117.40	43	
Shelby	3	8,976.58	1,600.00	97.48	310.00	4.98	.....	1,817.36	3,452.77	38	
Sioux City	3	4,771.98	1,600.00	.....	70.00	6.98	.....	1,581.26	3,452.77	41	
Sioux City	3	188,155.19	8,400.00	15,782.60	247.96	972.48	21,749.28	41,904.46	96,250.73	30	In Government building.
Sioux Rapids	1	8,606.26	1,400.00	30.00	226.00	3.28	.....	1,659.26	1,946.97	46	
Spencer	3	8,905.95	2,000.00	1,300.00	475.98	101.02	.....	3,877.00	4,988.95	44	
Spirt Lake	3	4,637.21	1,600.00	140.00	225.00	6.12	.....	1,970.12	2,667.09	42	
State Center	3	2,624.06	1,200.00	80.00	122.97	2.80	.....	1,365.77	1,270.29	52	
Storm Lake	3	7,079.85	1,800.00	140.00	354.00	12.40	.....	2,306.40	4,771.45	33	
Story City	3	2,697.00	1,100.00	25.00	160.00	2.59	.....	1,287.69	1,408.41	45	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Paulina.....	3	\$2,989.49	\$1,300.00	\$188.00	\$2.96	\$1,490.96	\$1,498.53	50	Presidential, Jan. 1, 1902.
Pella.....	3	9,501.76	1,700.00	50.00	356.00	6.86	.....	2,111.36	3,390.40	51
Perry.....	2	9,030.44	2,000.00	2,100.00	400.00	92.90	.....	4,592.90	4,437.54	58
Pocahontas.....	3	1,468.29	1,500.00	.....	71.00	1.32	.....	622.62	845.77	59
Pomeroy.....	3	2,826.51	1,200.00	174.00	1.28	1,876.28	1,950.23	55	Do.
Portville.....	3	2,703.38	1,200.00	110.00	182.11	1.36	.....	1,953.47	1,750.91	55
Prairie City.....	3	2,446.46	1,100.00	40.00	192.00	2.48	.....	1,584.48	1,111.98	53
Preston.....	3	858.64	600.00	.....	245.84	1.36	.....	1,645.20	1,871.38	61
Pringhar.....	3	8,358.35	1,500.00	285.84	1.36	1,645.20	1,893.15	45	Do.
Radcliff.....	2	1,418.77	2,500.00	.....	895.18	286.63	\$2,992.73	8,616.52	6,706.81	57
Red Oak.....	3	15,213.71	1,500.00	2,287.96	185.86	2.98	.....	1,687.98	2,053.78	46
Rembeck.....	3	5,944.71	1,300.00	.....	184.00	2.98	.....	1,486.96	1,457.75	51
Remsen.....	3	2,476.64	1,100.00	70.00	230.50	1.76	1,382.26	1,087.73	54	Do.
Riceville.....	3	2,846.64	1,300.00	.....	238.00	1.76	.....	1,539.76	1,306.88	54
Rockford.....	3	5,501.93	1,700.00	50.00	284.00	7.44	.....	2,041.44	3,460.31	57
Rock Rapids.....	3	3,138.25	1,400.00	.....	262.54	2.40	.....	1,644.94	1,493.31	52
Rock Valley.....	3	2,064.16	1,100.00	183.96	1.20	1,265.16	1,798.98	61	Do.
Rockwell City.....	3	8,096.47	1,600.00	50.00	344.68	5.20	.....	2,000.28	8,084.00	40
Rolla.....	3	8,496.87	1,400.00	60.00	266.80	8.28	.....	1,692.72	1,884.29	48
Rutledge.....	3	8,983.10	1,300.00	110.00	213.00	2.72	.....	1,625.72	1,457.38	53
Sac City.....	3	5,987.31	1,300.00	90.00	304.00	7.60	2,101.60	3,885.71	35	Do.
Salem.....	3	1,151.04	1,500.00	.....	98.00	7.60	.....	648.40	502.64	56
Sanborn.....	3	2,767.66	1,200.00	50.00	223.00	8.84	.....	1,476.84	1,290.82	53
Schaller.....	3	2,475.96	1,200.00	.....	139.00	1.04	.....	1,840.04	1,135.92	54
Scranton.....	3	2,632.72	1,200.00	158.50	1.76	1,860.26	1,272.46	51	Do.
Seymour.....	3	8,200.30	1,400.00	60.00	265.00	1.84	.....	1,745.84	1,458.46	55
Shelby.....	3	2,265.89	1,100.00	.....	135.00	2.82	.....	1,237.82	1,028.07	55
Sheldon.....	3	8,354.58	1,900.00	100.00	457.93	12.18	.....	2,470.81	5,883.77	50
Shellsack.....	3	2,162.21	1,000.00	115.00	2.00	1,118.00	1,044.21	52	In Government building.
Shenandoah.....	3	13,676.44	2,300.00	2,900.00	580.00	28.08	1,065.09	6,559.14	7,117.30	46	
Sibley.....	3	5,945.53	1,800.00	2,607.48	214.00	6.08	.....	1,917.56	3,427.97	36
Sidney.....	3	8,015.62	1,400.00	.....	191.20	4.08	.....	1,585.28	1,428.70	46
Sigourney.....	3	4,778.98	1,600.00	100.00	247.96	6.48	1,954.44	2,823.18	41	Do.
Sioux City.....	1	138,155.19	8,400.00	15,782.60	226.00	972.58	21,749.28	41,904.46	96,250.73	30	
Sioux Rapids.....	3	8,606.25	1,400.00	30.00	225.00	8.28	.....	1,659.28	1,946.97	46
Spencer.....	3	8,865.96	2,000.00	1,900.00	475.98	101.02	.....	3,877.00	4,988.96	44
Spirit Lake.....	2	4,637.21	1,600.00	140.00	225.00	6.12	1,970.12	2,667.09	42	Do.
State Center.....	3	2,626.06	1,200.00	30.00	122.97	2.80	.....	1,855.77	1,270.29	53
Storm Lake.....	3	7,079.85	1,900.00	140.00	356.00	12.40	.....	2,908.40	4,771.45	33
Story City.....	3	2,697.00	1,100.00	25.00	160.00	2.50	.....	1,287.59	1,409.41	48

Strawberry Point.	2,241.41	1,100.00	134.02	80	1,284.82	1,008.59	55
Stuart.	2,684.13	1,900.00	416.00	8.00	2,268.00	2,045.13	48
Sumner.	4,100.86	2,900.00	290.00	1.16	2,200.70	2,046.54	50
Sutherland.	2,195.96	1,300.00	184.00	1.44	2,011.52	1,890.15	58
Tabor.	6,148.99	1,300.00	224.50	3.28	1,579.78	1,594.28	50
Tanna.	6,345.49	1,700.00	367.61	13.20	2,390.81	2,064.68	45
Union.	7,738.14	1,700.00	256.00	7.84	2,413.81	2,314.30	31
Union.	6,501.58	1,800.00	358.00	8.80	2,168.80	2,027.78	33
Valley.	4,255.26	1,600.00	323.54	6.88	2,284.44	2,284.44	46
Valley Junction.	2,583.92	1,600.00	251.00	7.28	1,970.64	1,955.64	55
Village.	8,153.06	1,700.00	296.00	7.28	2,324.00	3,429.06	38
Vinton.	8,456.03	2,700.00	431.50	15.60	3,487.10	3,618.38	41
Wall Lake.	2,243.67	1,100.00	153.33	2.08	1,315.41	1,289.59	52
Walnut.	2,679.61	1,200.00	187.36	2.72	1,390.02	1,289.59	52
Wapello.	8,579.72	2,200.00	159.82	20.03	1,722.54	1,857.18	48
Washington.	10,688.15	2,200.00	464.10	20.03	4,784.13	5,904.02	45
Watson.	43,546.74	7,100.00	1,439.22	689.25	18,342.52	25,204.22	42
Watson.	5,097.75	2,800.00	304.00	6.40	2,210.80	2,886.85	43
Waverly.	8,078.52	2,000.00	890.00	24.68	3,404.68	4,673.84	42
Welster City.	15,096.82	2,400.00	600.00	197.84	9,264.54	5,832.26	61
Westhead.	1,091.43	500.00	75.00	92	575.72	515.71	53
Westhead.	2,266.12	1,100.00	169.00	76	1,269.96	1,016.16	56
West Liberty.	4,606.36	1,600.00	254.00	6.00	2,051.55	2,554.81	43
West Union.	5,263.00	1,700.00	406.00	7.20	2,253.20	3,009.80	45
Whatcheer.	4,176.61	1,500.00	160.00	4.56	1,862.56	2,314.05	45
Whiting.	1,744.91	600.00	158.00	95	1,565.80	1,179.11	32
Williams.	2,153.23	1,000.00	123.62	1.62	1,124.26	1,028.97	52
Williamsburg.	8,090.76	1,300.00	225.52	1.92	1,637.44	1,553.32	50
Wilson Junction.	2,878.19	1,300.00	196.00	3.82	1,576.92	1,301.27	55
Winfield.	2,578.63	1,100.00	186.80	1.84	1,288.64	1,289.69	50
Winterset.	7,456.55	1,500.00	400.00	7.44	2,467.44	4,999.11	33
Woodbine.	4,225.11	1,500.00	392.00	4.64	1,846.64	2,378.47	44
Total.	2,521,424.69	418,725.00	76,235.85	16,094.71	261,997.76	1,051,331.43	42
KANSAS.							
Abilene.	11,857.58	2,300.00	399.33	151.43	7,115.62	4,241.96	68
Alma.	2,713.22	1,300.00	186.73	4.56	1,561.29	1,151.39	58
Anthony.	6,145.22	1,900.00	881.97	10.00	2,061.97	3,083.25	46
Argentine.	4,138.98	1,600.00	241.44	40.16	1,881.60	2,257.38	67
Arkansas City.	13,804.07	2,400.00	520.20	66.90	8,298.16	4,623.81	43
Archison.	40,743.39	2,900.00	866.50	866.50	17,669.80	28,073.59	50
Atwood.	1,238.20	550.00	45.00	72	615.72	622.48	48
Augusta.	2,729.33	1,300.00	162.55	9.21	1,471.76	1,297.57	51
Axtell.	2,512.97	1,100.00	140.00	2.56	1,292.56	1,230.41	64
Baldwin.	4,260.63	1,500.00	36.63	9.92	1,086.55	2,574.13	54
Baxter Springs.	2,760.63	1,300.00	42.85	8.16	1,411.01	1,349.62	51
Belleville.	4,631.19	1,600.00	232.00	13.82	1,915.32	2,715.87	41
Beloit.	10,339.92	2,200.00	459.00	14.53	4,130.81	6,209.11	40
Blue Rapids.	3,242.18	1,300.00	26.56	2.88	1,470.44	1,771.74	45
Burlingame.	4,560.23	1,500.00	155.15	5.60	1,810.75	2,739.48	46

Presidential, Jan. 1, 1902

Do.

Presidential, Jan. 1, 1902

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Burlington.....	3	\$6,467.86	\$1,800.00	\$240.00	\$238.00	\$31.38	.....	\$2,309.38	\$4,158.48	36	
Burrhead.....	3	2,183.19	1,100.00	.....	91.56	2.60	.....	1,194.36	988.83	55	
Caldwell.....	3	2,255.98	1,600.00	600.00	382.00	15.82	.....	2,867.52	2,698.46	49	
Cameo.....	3	2,577.13	1,200.00	.....	156.10	6.24	.....	1,382.34	1,214.79	53	
Cawker City.....	3	2,412.26	1,300.00	40.00	246.00	1.44	.....	1,387.44	1,024.82	66	
Cedarvale.....	3	2,791.06	1,200.00	20.00	151.46	3.04	.....	1,394.50	1,396.56	50	
Centerville.....	3	1,786.77	825.00	.....	123.90	2.32	.....	971.22	815.55	54	Presidential, Oct. 1, 1901.
Chanute.....	3	10,398.25	2,000.00	2,100.00	421.05	28.80	.....	4,549.85	5,738.40	44	Presidential, Jan. 1, 1902.
Chapman.....	3	982.42	500.00	.....	82.00	1.20	.....	583.20	399.22	61	
Cherokee.....	3	2,607.25	1,300.00	170.00	174.00	5.60	.....	1,649.60	957.65	37	
Cherryvale.....	3	7,129.20	1,800.00	500.00	900.00	35.03	.....	2,635.03	4,494.26	26	
Chetopa.....	3	4,117.27	1,500.00	.....	182.00	12.08	.....	1,844.08	2,273.19	45	
Clay Center.....	3	9,348.99	2,000.00	1,978.25	449.81	25.06	.....	4,453.12	4,895.87	46	
Clifton.....	3	3,020.83	1,200.00	80.00	140.00	2.24	.....	1,422.24	1,598.59	47	
Clifton.....	3	3,829.76	1,500.00	130.00	175.82	5.36	.....	1,811.18	2,018.58	47	
Coffeyville.....	3	12,960.49	2,300.00	2,100.00	240.00	155.20	.....	4,785.80	8,155.29	37	
Colby.....	3	8,079.87	1,300.00	250.00	180.00	8.12	.....	1,733.12	1,546.75	56	
Columbia.....	3	7,116.39	1,400.00	110.00	112.00	16.00	.....	2,088.00	5,078.39	29	
Concordia.....	3	10,102.10	2,100.00	1,782.60	480.00	25.77	.....	4,384.87	5,763.73	43	
Cottonwood Falls.....	3	2,694.43	1,300.00	70.00	260.70	4.00	.....	1,634.70	1,059.73	61	
Council Grove.....	3	5,514.21	1,700.00	300.00	229.00	10.40	.....	2,289.40	3,274.81	41	
Dodge City.....	3	6,840.17	1,600.00	820.00	360.00	12.16	.....	2,292.16	3,048.01	43	
Dovon.....	3	2,999.87	1,300.00	67.50	196.00	3.68	.....	1,567.18	1,432.69	52	
Elkton.....	3	2,256.18	1,900.00	220.00	60.00	20.00	.....	2,200.00	5,055.18	30	
Elkwood.....	3	2,795.04	1,200.00	52.50	164.00	4.00	.....	1,420.50	1,374.54	51	
Ellis.....	3	3,099.69	1,300.00	40.00	196.00	6.88	.....	1,542.86	1,556.81	50	
Ellsworth.....	3	6,347.31	1,700.00	50.00	250.00	7.44	.....	2,007.44	3,339.87	38	
Emporia.....	3	24,070.89	2,600.00	8,682.10	600.00	485.44	\$5,883.74	13,151.28	10,919.11	55	
Enterprise.....	3	2,444.75	1,100.00	.....	98.95	2.80	.....	1,196.75	1,248.00	49	
Erie.....	3	8,506.74	1,400.00	180.00	176.00	4.16	.....	1,760.16	1,746.58	50	Do.
Exbridge.....	3	1,297.47	550.00	.....	56.80	72	.....	609.52	687.95	47	
Eureka.....	3	6,558.73	1,800.00	200.00	349.50	12.72	.....	2,362.22	4,196.51	38	
Florence.....	3	2,652.42	1,300.00	50.00	181.00	4.16	.....	1,536.16	1,117.26	58	
Fort Leavenworth.....	3	2,101.03	1,000.00	40.00	.....	13.44	.....	1,063.44	1,047.59	50	In Government building.
Fort Scott.....	3	19,846.65	2,500.00	8,625.22	.....	243.08	5,299.87	11,638.12	8,228.51	59	Do.
Frankfort.....	3	3,896.16	1,500.00	8.83	280.00	9.52	.....	1,747.85	2,148.31	45	
Frankton.....	3	6,156.66	1,600.00	40.00	190.21	7.12	.....	1,837.83	3,319.83	35	
Galena.....	3	7,742.17	2,900.00	3,000.00	1.00	269.78	8,251.78	8,822.56	80.89	101	Deficit.
Garden City.....	3	5,804.82	1,700.00	184.00	240.00	8.56	.....	2,182.56	3,776.76	34	
Garnett.....	3	6,323.91	1,700.00	1,100.00	333.00	22.16	.....	2,155.16	4,168.75	34	
Girard.....	3	11,651.20	2,200.00	2,100.00	384.36	16.84	.....	4,051.22	6,999.96	40	

	Presidential, Oct. 1, 1901.	In Government building.	Presidential, Jan. 1, 1902.	In Government building.
Glendon	1,000.00	130.66	1,181.86	885.19
Goodland	1,200.00	174.00	1,669.30	1,669.30
Greaband	1,800.00	236.00	5,877.46	5,877.46
Greentleaf	1,500.00	100.00	2,908.12	2,908.12
Halstead	1,500.00	70.00	1,954.54	1,954.54
Harper	1,500.00	160.00	1,984.63	1,984.63
Hays	1,600.00	213.68	1,782.96	1,782.96
Herington	1,600.00	303.48	2,080.41	2,080.41
Hill	1,600.00	100.00	1,897.81	1,897.81
Hillman	1,600.00	189.00	4,817.65	4,817.65
Hillman	2,000.00	500.00	4,283.99	4,283.99
Hillman	2,000.00	82.50	4,975.88	4,975.88
Holton	2,000.00	98.50	8,887.43	8,887.43
Holton	2,000.00	460.00	4,965.48	4,965.48
Holton	2,000.00	150.69	4,965.48	4,965.48
Holton	2,000.00	38.93	1,897.46	1,897.46
Holton	2,000.00	17.84	1,753.76	1,753.76
Holton	2,000.00	220.00	1,898.40	1,898.40
Holton	2,000.00	6.40	1,689.20	1,689.20
Holton	2,000.00	175.20	1,681.60	1,681.60
Holton	2,000.00	175.20	18,054.60	18,054.60
Holton	2,000.00	8,763.04	12,844.55	12,844.55
Holton	2,000.00	2,294.43	8,843.15	8,843.15
Holton	2,000.00	420.00	6,877.40	6,877.40
Holton	2,000.00	179.26	7,371.10	7,371.10
Holton	2,000.00	179.26	1,630.69	1,630.69
Holton	2,000.00	179.26	1,277.12	1,277.12
Holton	2,000.00	179.26	6,055.12	6,055.12
Holton	2,000.00	36.02	4,196.02	4,196.02
Holton	2,000.00	36.02	48,177.38	48,177.38
Holton	2,000.00	2,449.46	2,527.75	2,527.75
Holton	2,000.00	27.75	1,667.44	1,667.44
Holton	2,000.00	3.44	1,667.44	1,667.44
Holton	2,000.00	3.44	1,900.12	1,900.12
Holton	2,000.00	5.12	1,766.53	1,766.53
Holton	2,000.00	5.12	1,996.44	1,996.44
Holton	2,000.00	192.75	1,293.39	1,293.39
Holton	2,000.00	192.75	1,490.64	1,490.64
Holton	2,000.00	110.00	1,869.12	1,869.12
Holton	2,000.00	164.00	1,547.60	1,547.60
Holton	2,000.00	164.00	2,098.28	2,098.28
Holton	2,000.00	3.60	3,462.42	3,462.42
Holton	2,000.00	3.60	12,228.83	12,228.83
Holton	2,000.00	254.00	15,765.90	15,765.90
Holton	2,000.00	1,500.00	19,491.44	19,491.44
Holton	2,000.00	641.17	1,587.27	1,587.27
Holton	2,000.00	490.68	1,965.04	1,965.04
Holton	2,000.00	196.55	1,623.42	1,623.42
Holton	2,000.00	210.10	2,756.64	2,756.64
Holton	2,000.00	219.20	1,294.96	1,294.96
Holton	2,000.00	50.00	3,494.61	3,494.61
Holton	2,000.00	4.06	562.60	562.60
Holton	2,000.00	21.99	6,578.86	6,578.86
Holton	2,000.00	51.80	5,667.85	5,667.85
Holton	2,000.00	480.00	2,379.22	2,379.22
Holton	2,000.00	487.50	1,817.81	1,817.81
Holton	2,000.00	487.50	2,201.96	2,201.96
Holton	2,000.00	172.00	2,046.00	2,046.00
Holton	2,000.00	141.57	1,692.82	1,692.82
Holton	2,000.00	160.00	2,080.10	2,080.10
Holton	2,000.00	829.00	1,444.18	1,444.18
Holton	2,000.00	10.00	1,712.79	1,712.79
Holton	2,000.00	183.70	1,187.62	1,187.62
Holton	2,000.00	9.12	9,206.64	9,206.64
Holton	2,000.00	6.48	1,255.49	1,255.49
Holton				

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
KANSAS—continued.											
Oase City.....	3	\$4,617.45	\$1,600.00	\$10.00	\$183.92	\$28.70	.....	\$1,822.62	\$2,794.83	39	
Osawatimie.....	3	5,622.88	1,700.00	60.00	174.00	34.24	.....	1,968.24	3,654.74	37	
Osborne.....	3	4,658.10	1,400.00	130.00	248.00	4.00	.....	1,982.00	2,076.10	49	
Oskaloosa.....	3	2,457.14	1,100.00	.....	175.00	6.44	.....	1,281.44	1,176.70	52	
Oswego.....	3	6,623.15	1,700.00	150.00	240.00	18.16	.....	2,108.16	4,514.99	30	
Ottawa.....	2	18,170.79	2,500.00	3,025.61	660.00	223.61	\$4,170.25	10,580.47	7,590.32	58	
Paola.....	2	7,693.72	1,900.00	170.00	196.00	28.16	.....	2,584.16	5,409.56	30	
Parsons.....	2	29,261.44	2,500.00	2,960.39	600.00	521.32	4,393.46	10,975.17	11,286.27	49	
Peabody.....	3	4,719.00	1,600.00	70.00	279.75	7.52	.....	1,957.27	2,761.73	41	
Phillipsburg.....	3	3,712.75	1,500.00	300.00	288.00	2.88	.....	2,080.88	1,621.87	56	
Pittsburg.....	2	17,561.58	2,400.00	3,038.62	350.00	248.26	5,369.16	11,106.04	6,455.54	63	Presidential, Jan. 1, 1902
Plainville.....	3	1,199.71	550.00	.....	75.50	1.41	.....	626.94	572.77	52	
Pleasanton.....	3	3,044.56	1,400.00	40.00	174.45	5.52	.....	1,619.97	1,424.59	53	
Pratt.....	3	4,419.94	1,500.00	200.00	350.00	6.24	.....	2,036.24	2,383.70	47	
Russell.....	3	3,625.14	1,500.00	40.00	248.00	3.76	.....	1,791.76	1,833.38	49	
Sabetha.....	3	4,460.00	1,500.00	70.00	252.00	4.80	.....	1,835.80	2,624.20	41	
St. John.....	3	3,298.70	1,400.00	100.00	162.95	4.32	.....	1,667.27	1,631.43	51	
St. Marys.....	3	3,521.50	1,500.00	150.00	187.51	8.24	.....	1,815.75	1,705.75	52	
Salina.....	2	32,887.91	2,900.00	4,203.72	142.34	411.18	4,172.91	11,587.81	21,300.10	35	In Government building.
Sedan.....	3	2,658.42	1,300.00	50.00	164.00	4.40	.....	1,496.74	1,161.68	56	
Sedgewick.....	3	2,117.46	1,000.00	.....	350.00	1.60	.....	1,165.60	951.86	55	
Seneca.....	3	5,725.27	1,700.00	40.00	350.00	10.72	.....	2,100.72	3,624.55	37	
Smith Center.....	3	3,771.28	1,500.00	250.00	340.95	4.16	.....	2,095.11	1,676.17	56	
Solomon.....	3	1,728.15	750.00	37.50	85.98	2.64	.....	876.12	850.03	51	Presidential, Oct. 1, 1901.
Stafford.....	3	4,020.13	1,400.00	40.00	151.65	5.20	.....	1,596.85	2,423.28	40	
Stearns.....	3	6,337.91	1,700.00	5.00	303.22	11.44	.....	2,019.66	4,318.25	32	
Stockton.....	3	3,371.91	1,400.00	100.00	222.49	3.36	.....	1,725.85	1,646.06	51	
Thayer.....	3	519.75	250.00	.....	27.10	.....	.....	1,277.82	241.93	53	Presidential, Apr. 1, 1902.
Tonganoxie.....	3	2,338.68	1,000.00	40.00	160.70	3.20	.....	1,203.90	1,134.78	51	
Topeka.....	1	152,194.67	3,400.00	19,509.76	1,874.00	1,377.03	20,497.58	46,658.37	105,536.30	31	In Government building.
Troy.....	3	2,560.63	1,200.00	50.00	131.00	7.20	.....	1,388.20	1,172.43	54	
Valley Falls.....	3	2,921.02	1,400.00	40.00	198.06	4.08	.....	1,642.14	1,278.88	56	
Wamego.....	3	3,353.55	1,400.00	250.00	200.00	7.44	.....	1,857.44	1,476.11	56	
Washington.....	3	4,251.13	1,600.00	100.00	224.60	7.44	.....	1,932.04	2,319.09	45	
Waterville.....	3	1,155.44	550.00	.....	35.00	.....	.....	605.40	550.04	52	Presidential, Jan. 1, 1902.
Wathena.....	3	565.35	250.00	.....	38.73	1.84	.....	290.57	212.78	58	Presidential, Apr. 1, 1902.
Waverly.....	3	2,001.03	1,000.00	.....	69.43	2.00	.....	1,071.43	930.20	54	
Weir.....	3	4,944.27	1,700.00	.....	206.50	10.16	.....	1,916.66	3,027.61	39	
Wellington.....	2	11,111.90	2,200.00	2,240.41	453.80	45.88	196.47	5,135.01	5,976.79	46	
Wellsville.....	2	1,486.14	750.00	.....	65.25	.....	.....	817.25	677.89	54	Presidential, Oct. 1, 1901.
Wichita.....	1	86,506.26	3,200.00	12,499.12	.....	968.43	14,577.25	31,241.90	54,264.36	37	In Government building.

Wilson	8,227.65	1,400.00	.....	160.00	385.87	2.24	1,562.24	1,955.41	48
Wingfield	17,004.59	2,400.00	2,876.83	700.00	812.54	8.00	10,872.88	6,131.71	64
Yates Center	4,616.59	1,800.00	210.00	225.00	8.00	.....	2,043.00	2,573.59	44
Total	1,284,285.24	239,100.00	144,895.16	39,299.17	11,154.48	143,091.97	577,480.78	706,814.46	45
KENTUCKY.									
Ashland	15,663.69	2,300.00	2,641.89	600.00	.....	3,086.00	9,022.76	6,640.98	58
Augusta	8,380.83	1,400.00	260.00	128.50	.....	.....	1,792.90	1,897.83	58
Barbourville	2,529.87	1,625.00	112.50	25.50	.....	.....	1,697.78	1,592.13	39
Bardonia	8,895.63	1,500.00	60.00	131.38	.....	.....	1,691.74	2,203.90	48
Bardwell	1,069.16	1,600.00	35.00	55.31	.....	.....	1,594.22	2,474.84	56
Berea	1,403.62	600.00	40.00	42.90	.....	.....	685.62	718.00	49
Bowling Green	15,208.99	2,400.00	2,745.64	670.00	210.59	3,549.94	9,576.17	5,630.22	63
Campbellsville	2,244.96	1,100.00	800.00	119.09	9.71	.....	1,528.80	1,716.16	63
Carlisle	4,258.73	1,500.00	600.00	400.00	16.00	.....	2,516.00	1,742.73	51
Carrington	8,762.81	1,500.00	209.01	183.21	14.80	.....	1,907.02	1,855.79	51
Cattlersburg	5,464.66	1,700.00	59.51	276.45	88.68	.....	2,069.64	3,395.02	38
Central City	2,483.16	1,100.00	40.00	144.00	4.88	.....	1,154.28	1,154.28	54
Cincinnati	8,039.15	1,300.00	40.00	179.08	9.77	.....	1,528.85	1,510.30	50
Cloverport	2,351.20	1,100.00	145.00	117.10	3.68	.....	1,985.78	1,985.42	50
Covington	86,844.34	3,200.00	8,573.10	.....	969.27	16,436.40	29,178.77	59,655.57	50
Cynthiana	7,983.33	1,400.00	75.23	600.00	38.64	.....	2,796.84	5,192.99	35
Danville	10,604.12	2,200.00	1,910.83	600.00	75.23	.....	4,786.06	5,418.06	35
Elizabethtown	8,019.67	1,300.00	.....	187.50	6.64	.....	1,494.14	1,526.53	49
Elkton	4,166.34	1,500.00	500.00	126.33	12.88	.....	2,201.19	1,965.15	49
Elmore	2,625.70	1,200.00	140.00	125.33	4.56	.....	1,469.89	1,555.81	58
Falmouth	3,541.01	1,400.00	320.00	151.20	6.24	.....	1,917.44	1,923.57	58
Flemingsburg	2,450.75	1,200.00	320.00	145.92	9.12	.....	1,675.04	1,775.71	64
Frankfort	23,366.08	2,600.00	3,865.20	159.99	12.46	3,951.06	10,866.26	11,509.97	40
Franklin	4,876.86	1,600.00	200.00	244.35	14.40	.....	2,086.75	2,318.11	47
Fulton	7,025.38	1,800.00	250.00	400.00	26.72	.....	2,476.72	4,548.66	39
Georgetown	7,144.28	1,600.00	499.92	810.00	56.08	.....	2,766.00	4,378.28	39
Glasgow	4,750.94	1,600.00	1,000.00	301.20	23.03	.....	2,924.28	1,826.71	62
Greenville	2,519.43	1,200.00	120.00	132.48	5.68	.....	1,468.16	1,961.27	62
Guthrie	2,077.96	1,200.00	200.00	155.31	10.56	.....	1,456.87	612.09	71
Harrodsburg	6,792.22	1,700.00	385.00	356.00	26.48	.....	2,432.48	3,359.74	58
Henderson	21,256.50	2,500.00	3,895.20	425.00	455.65	4,237.53	10,983.38	10,273.12	52
Hickman	2,915.47	1,300.00	60.00	163.00	7.52	.....	1,530.52	1,364.95	52
Hopkinsville	12,662.40	2,300.00	2,800.00	715.40	181.86	2,826.22	8,273.48	4,388.92	65
Jackson	1,978.88	1,000.00	137.52	10.40	.....	.....	1,747.92	280.96	65
Lagrange	2,126.02	1,100.00	75.00	125.45	9.28	.....	1,809.73	1,816.29	62
Lancaster	8,851.71	1,900.00	250.00	200.26	9.28	.....	1,759.69	1,902.09	62
Lawrenceburg	8,424.10	1,400.00	460.00	244.71	13.20	.....	2,117.91	1,306.19	62
Lebanon	5,868.75	1,700.00	500.00	850.10	18.82	.....	2,548.42	3,300.33	44
Leitchfield	2,428.45	1,100.00	157.50	110.00	4.88	.....	1,872.38	1,066.07	57
Lexington	77,846.69	3,200.00	11,738.00	.....	1,202.32	13,249.17	29,387.49	48,459.10	38
London	8,591.66	1,400.00	.....	170.00	13.44	.....	1,933.44	1,819.81	54
Louisville	2,221.87	1,400.00	350.00	120.00	6.96	.....	1,401.96	1,401.96	63
Louisville	563,678.12	4,000.00	104,116.59	1,990.00	5,996.67	109,215.49	225,817.76	328,355.37	41

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KENTUCKY—cont'd.											
Indow.....	3	\$3,811.45	\$1,400.00	\$30.00	\$156.00	\$24.24		\$1,610.24	\$2,201.21	42	In Government building.
Madisonville.....	3	5,723.43	1,700.00	70.00	281.75	17.36		2,069.11	3,654.32	36	
Marion.....	3	3,202.46	1,200.00	249.99	113.90	8.96		1,672.85	1,529.61	49	
Mayfield.....	2	7,551.66	2,000.00	1,940.00	469.00	106.04		4,474.03	3,077.63	59	
Mayville.....	2	13,399.64	2,400.00	3,616.76	700.00	182.96	\$2,629.24	9,428.97	3,970.68	70	
Middlesboro.....	2	4,883.81	1,600.00	190.00	234.00	30.37		2,654.37	2,229.44	46	
Midway.....	3	2,854.99	1,300.00		116.55	11.68		1,427.23	1,427.76	50	
Mount Vernon.....	3	2,497.14	1,100.00		116.75	6.72		1,233.47	1,263.67	51	
Mount Sterling.....	3	3,455.82	1,500.00		284.21	8.80		1,948.01	1,507.81	53	
Murray.....	3	5,457.97	3,300.00	1,800.00	483.16	83.32		4,966.43	4,006.21	92	
Newport.....	1	54,518.77	3,300.00	11,103.80	143.01	4.49	17,390.23	32,577.10	21,890.20	60	
Nicholasville.....	3	4,468.75	2,600.00	400.00	230.00	19.52		2,301.32	1,896.21	55	
Owensboro.....	2	25,002.37	7,300.00	5,400.00	282.00	238.76	6,209.24	14,382.32	11,627.66	54	Do.
Owenton.....	2	9,897.21	2,800.00	5,700.00	289.40			12,353.15	11,627.66	78	Do.
Paducah.....	2	87,657.53	2,800.00	4,748.00	580.15	580.82	7,738.43	13,653.15	21,706.38	42	
Paris.....	2	10,544.06	1,100.00	2,100.00	108.00	98.26		4,393.03	6,741.03	46	
Pineville.....	3	9,204.30	1,500.00	180.00	106.00	9.26		1,317.20	8,887.10	60	
Priestons.....	3	4,116.86	2,000.00	1,400.00	275.00	18.62		1,973.62	2,173.24	48	
Richmond.....	2	4,871.87	1,600.00	1,400.00	392.00	45.47		3,468.47	4,465.33	43	
Russellville.....	3	8,504.86	1,800.00	391.57	433.00	24.72		2,438.72	2,445.15	50	
Shelbyville.....	3	6,988.48	1,900.00	460.00	262.89	31.52		2,558.09	2,846.70	31	
Somerset.....	3	3,369.36	1,100.00	262.89	27.44	6.64		2,558.09	4,338.13	37	
Springfield.....	3	3,548.02	1,100.00	180.00	168.00	6.84		1,454.64	914.75	37	
Stanford.....	3	2,949.05	1,500.00	120.00	273.40	12.80		1,905.28	1,644.51	54	
Vanceburg.....	3	5,216.99	1,700.00	260.00	192.84	12.40		1,504.74	2,713.03	64	
Versailles.....	3	2,949.05	1,300.00	400.00	377.00	26.96		2,503.96	1,389.51	48	
Williamsburg.....	3	1,899.48	1,300.00	150.00	149.80	10.24		1,409.54	1,389.51	55	
Williamstown.....	3	8,763.11	2,000.00	112.50	96.16	4.88		1,863.54	4,395.94	69	Presidential, Oct. 1, 1901.
Winchester.....	2			2,000.00	460.00	62.01		4,822.01	4,241.10	62	
Total.....		1,198,212.19	121,275.00	189,818.01	19,059.55	12,812.98	190,028.94	582,969.48	665,222.71	44	
LOUISIANA.											
Abbeville.....	3	3,581.09	1,400.00	62.50	103.60	9.76		1,575.96	2,005.23	44	In Government building.
Alexandria.....	3	12,184.04	2,200.00	2,386.62	96.60	20.40		4,446.12	7,741.02	38	
Amite.....	3	8,006.52	1,300.00	250.00	131.80	4.40		1,792.30	1,204.32	57	
Arcadia.....	3	2,563.18	1,100.00	80.00	94.00	20.40		1,278.40	1,284.78	50	
Baton Rouge.....	2	19,886.64	2,600.00	2,700.00	77.00	304.80	8,200.82	8,708.12	11,183.72	44	Do.
Clinton.....	3	2,828.75	1,100.00	60.00		6.12		1,262.12	1,666.68	54	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
MAINE—continued.											
Caribou.....	3	\$5,268.74	\$1,600.00	\$450.00	\$280.00	\$7.92	.....	\$2,807.92	\$2,960.82	44	In Government building. Presidential, Jan. 1, 1902.
Casine.....	3	2,800.75	1,200.00	50.00	.....	9.84	.....	1,259.84	1,540.91	45	
Cherryfield.....	3	1,099.07	500.00	.....	44.05	1.86	.....	586.41	1,473.66	56	
Cumberland Mills.....	3	2,754.21	1,200.00	200.00	166.00	14.16	.....	1,880.16	1,874.05	50	
Damariscotta.....	3	2,178.41	1,100.00	200.00	304.00	8.32	.....	1,473.32	700.09	68	
Dexter.....	3	4,880.16	1,600.00	300.00	.....	21.88	.....	2,225.86	2,654.80	43	
Dover.....	3	3,980.43	1,400.00	.....	146.66	10.24	.....	1,566.90	2,083.53	46	
Easeport.....	3	7,889.16	1,900.00	450.00	.....	20.40	.....	2,570.40	6,018.76	32	In Government building.
Ellsworth.....	3	6,887.14	1,800.00	1,200.00	254.00	25.84	.....	3,025.84	3,861.80	44	Do.
Fairfield.....	3	4,703.82	1,600.00	100.00	346.00	21.44	.....	1,975.44	2,728.38	42	
Fort Fairfield.....	3	6,716.07	1,700.00	400.00	96.44	6.80	.....	1,606.80	3,173.68	44	
Foxcroft.....	3	3,866.10	1,400.00	.....	200.00	14.00	.....	2,121.32	4,356.18	42	
Freeport.....	3	6,477.50	1,800.00	93.32	208.00	7.62	.....	1,707.62	1,494.96	38	
Gardner.....	3	3,204.43	1,300.00	150.00	250.00	14.00	.....	1,380.66	2,327.96	58	
Gorham.....	2	11,042.82	2,200.00	2,832.13	600.00	308.88	.....	1,866.13	1,360.12	50	
Gorham.....	3	2,716.25	1,200.00	.....	143.97	12.16	.....	1,380.66	1,368.91	43	
Gouldsboro.....	3	2,738.47	1,200.00	80.00	174.00	6.66	.....	2,061.67	2,743.15	50	
Hallowell.....	3	4,792.72	1,600.00	.....	860.29	21.28	.....	1,380.66	6,735.24	38	Do.
Houlton.....	2	10,784.77	2,100.00	1,832.60	.....	28.93	.....	4,069.83	3,104.42	38	
Kennebunk.....	3	4,869.43	1,600.00	.....	244.37	20.64	.....	1,865.01	3,494.75	54	Presidential, Jan. 1, 1902.
Kittery.....	3	1,611.65	600.00	5,128.80	74.80	7.60	.....	18,222.11	16,366.75	53	In Government building.
Lewiston.....	2	84,681.86	2,800.00	.....	284.00	484.65	9,818.66	1,762.00	1,841.99	43	
Lisbon Falls.....	3	3,708.99	1,500.00	40.00	275.00	8.00	.....	1,827.96	1,863.09	49	
Livermore Falls.....	3	2,696.65	1,500.00	250.00	.....	12.95	.....	1,769.86	2,184.01	45	Do.
Machias.....	3	3,913.37	1,500.00	.....	200.15	9.86	.....	1,768.37	7,794.20	39	
Madison.....	3	4,607.51	1,500.00	.....	202.00	13.22	.....	1,516.45	3,745.06	39	
Mechanic Falls.....	3	2,211.51	1,300.00	.....	187.08	14.45	.....	1,622.61	2,745.06	39	
Millinocket.....	3	3,076.40	1,500.00	.....	127.08	15.92	.....	1,401.44	1,622.61	42	
Newport.....	3	2,932.28	1,200.00	.....	194.00	7.45	.....	1,201.16	1,733.08	53	
North Berwick.....	3	5,682.84	1,700.00	.....	346.00	13.13	.....	2,201.12	3,481.72	39	
Oakway.....	3	3,282.75	1,400.00	100.00	103.00	15.16	.....	1,671.32	1,640.48	52	
Old Orchard.....	3	6,230.60	1,400.00	140.00	233.00	10.32	.....	2,892.84	2,169.88	52	
Oldtown.....	3	6,041.10	1,800.00	480.00	264.00	51.84	.....	2,992.04	4,149.10	34	
Orono.....	3	2,643.34	1,500.00	80.00	28.40	28.40	.....	1,704.64	2,284.70	52	
Orono.....	3	2,643.34	1,500.00	.....	150.00	5.58	.....	1,865.25	2,279.66	52	
Phillips.....	3	5,448.14	1,400.00	.....	354.00	28.80	.....	2,176.80	3,268.84	40	Do.
Portland.....	3	189,313.13	5,500.00	88,200.77	500.00	2,182.68	85,689.37	75,000.80	114,760.80	40	
Portland 140.....	1	4,747.81	1,600.00	250.00	294.00	6.92	.....	2,110.82	2,636.99	44	
Richmond.....	3	2,549.66	1,400.00	100.00	241.00	10.90	.....	1,802.30	1,047.25	63	
Rockland.....	2	18,662.49	2,500.00	8,000.00	.....	194.41	4,827.47	10,025.86	8,636.61	54	Do.

Rumford Falls	3	9,107.27	1,800.00	100.00	300.00	81.84	2,291.84	6,815.43	25
Saco	2	8,041.76	2,000.00	1,000.00	410.00	80.17	3,490.17	4,591.56	48
Sanford	3	6,783.06	1,700.00	1,000.00	450.00	39.93	2,189.93	3,573.15	38
Skowhegan	2	9,923.94	2,100.00	1,500.00	600.00	35.64	4,285.64	5,643.70	43
South Berwick	3	3,166.69	1,400.00	1,000.00	172.00	16.76	1,557.76	1,608.93	49
South Paris	3	3,783.77	1,500.00	1,000.00	145.00	9.44	1,684.44	2,099.33	45
Springvale	3	3,892.94	1,400.00	80.00	289.26	8.64	1,747.90	1,644.44	52
Thomaston	3	3,810.01	1,600.00	130.00	277.00	12.72	2,089.72	1,770.29	54
Togus	3	2,694.70	1,200.00	200.00	146.60	9.76	1,585.76	1,068.94	42
Vinalhaven	3	2,865.44	1,100.00	100.00	147.82	4.16	1,251.86	1,035.46	40
Watboro	3	2,069.89	1,300.00	300.00	225.81	8.49	1,276.55	1,291.69	52
Waterville	2	46,722.85	2,400.00	4,344.44	1,000.00	292.61	12,708.55	32,654.88	28
Westbrook	2	10,733.85	2,000.00	1,400.00	930.10	26.32	3,726.32	6,347.13	37
Winthrop	2	2,783.97	1,200.00	700.00	144.99	7.36	1,422.35	1,367.73	51
Wiscasset	3	2,011.73	1,000.00	200.00	.....	9.20	1,209.20	802.53	60
Total	.....	877,467.76	120,050.00	126,289.43	17,907.78	7,312.30	574,145.88	508,321.88	48
MARYLAND.									
Aberdeen	3	2,241.24	1,100.00	70.00	102.00	6.08	1,278.08	983.16	57
Annapolis	2	18,447.97	2,500.00	3,522.42	339.20	291.61	9,238.55	9,149.42	50
Baltimore	1	1,829,954.88	6,000.00	268,658.42	27,884.26	21,124.83	679,634.22	680,320.66	51
Belair	3	6,893.49	1,700.00	150.00	201.00	21.04	2,072.04	2,811.45	35
Berlin	3	4,457.35	1,500.00	150.00	157.60	7.28	1,794.88	2,662.47	40
Brunswick	3	2,776.13	1,000.00	160.00	229.00	17.76	1,406.76	869.37	62
Cambridge	3	8,290.19	1,900.00	600.00	307.50	35.44	2,842.94	5,437.25	84
Centerville	3	4,690.96	1,500.00	200.00	297.00	13.60	2,010.60	2,680.35	43
Chestertown	3	5,653.16	1,700.00	110.00	248.00	16.32	2,074.32	3,578.84	38
Ortsfield	3	4,608.42	1,500.00	170.00	201.67	10.96	1,882.63	2,723.79	41
Cumberland	2	38,678.20	2,800.00	4,921.18	1,000.00	849.63	15,701.03	22,977.17	41
Denton	3	8,265.28	1,400.00	180.00	186.00	8.32	1,784.32	1,470.91	55
Easton	2	8,639.32	2,000.00	1,000.00	390.00	56.88	3,416.88	5,422.44	39
Ellicott City	3	5,285.33	1,600.00	250.00	252.82	22.96	2,125.26	3,158.05	40
Emmitsburg	3	4,915.32	1,600.00	150.00	266.75	31.52	2,048.27	2,867.05	42
Fredrick	3	3,114.29	1,100.00	100.00	121.42	16.72	1,278.14	1,836.15	41
Frostburg	2	18,465.56	2,500.00	3,108.90	1,000.00	229.84	10,369.53	8,084.03	56
Hagerstown	2	6,086.13	1,800.00	260.38	328.94	33.26	2,412.22	4,083.91	37
Havre de Grace	2	27,427.04	2,700.00	4,600.00	976.00	629.41	15,009.22	12,417.86	55
Laurel	3	4,695.30	1,600.00	150.00	140.79	33.60	1,924.39	2,770.91	41
Lonaconing	3	4,221.68	1,500.00	100.00	214.25	25.28	2,099.26	1,675.22	56
Mountain	3	2,546.80	975.00	196.00	196.00	89.92	1,854.17	2,367.51	44
Oakland	3	4,935.99	1,600.00	300.00	221.41	6.56	1,176.56	1,472.24	44
Pocomoke City	3	4,065.76	1,500.00	157.50	247.01	18.88	2,147.56	2,786.48	47
Port Deposit	3	4,471.26	1,600.00	60.00	200.00	24.08	1,923.89	2,142.37	42
Princess Anne	3	4,344.79	1,500.00	600.00	296.00	10.56	2,308.56	2,036.23	53
Rising Sun	3	2,636.01	1,200.00	138.26	158.26	5.04	1,493.30	1,141.71	57
Rockville	3	3,612.45	1,400.00	924.16	290.00	80.80	2,614.96	867.49	75
Salisbury	2	10,907.27	2,200.00	2,289.67	400.00	302.67	7,507.12	3,400.15	70
Snowhill	3	3,190.10	1,400.00	200.00	186.00	11.60	1,796.60	1,383.50	56

In Government building.
Do.

Presidential, Oct. 1, 1901.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MARYLAND—cont'd.											
Stevensville.....	3	\$1,982.58	\$825.00	\$135.00	\$147.00	\$5.12	.....	\$1,112.12	\$870.46	56	Presidential, Oct. 1, 1901.
Taneytown.....	3	2,007.08	825.00	.....	118.30	4.24	.....	947.54	1,059.54	47	Do.
Westminster.....	2	12,525.01	2,300.00	2,600.00	460.00	885.65	\$2,887.19	8,592.84	8,882.17	69	
Total.....	.....	1,572,611.82	59,825.00	291,272.63	37,866.66	24,363.69	384,624.40	797,852.38	774,759.44	51	
MASSACHUSETTS.											
Abington.....	3	3,284.54	1,400.00	.....	240.00	24.40	.....	1,654.40	1,620.14	51	
Adams.....	3	10,374.77	2,300.00	2,200.00	700.00	274.28	4,623.98	10,108.26	1,271.51	97	
Amesbury.....	2	12,515.14	2,300.00	2,132.60	800.00	382.40	5,797.95	11,412.96	1,102.19	91	
Amherst.....	2	13,641.20	2,400.00	2,400.00	700.00	94.09	2,635.09	8,223.18	5,312.02	61	
Andover.....	2	14,947.79	2,400.00	1,732.60	500.00	205.63	2,884.86	7,773.09	7,174.70	52	
Ashburnham.....	3	2,389.47	1,100.00	.....	145.00	11.68	.....	2,759.68	1,129.79	53	
Ashland.....	2	2,614.52	1,200.00	.....	162.60	16.48	.....	1,379.08	1,255.44	53	
Athol.....	3	16,106.96	2,400.00	3,448.75	862.08	180.12	.....	10,927.51	5,179.47	68	
Attleboro.....	2	32,957.67	2,700.00	4,197.00	900.00	514.48	5,750.67	14,082.15	18,865.45	43	
Ayer.....	3	8,712.87	1,500.00	.....	227.98	15.76	.....	1,689.92	1,999.13	32	
Baldwinsville.....	3	6,738.59	1,900.00	.....	394.00	29.28	.....	2,135.28	4,603.31	51	
Belchertown.....	3	8,230.35	1,500.00	.....	219.09	9.92	.....	1,690.92	1,600.43	45	
Belmont.....	3	8,811.56	1,500.00	.....	45.00	12.72	.....	1,731.72	2,069.13	46	
Beverly.....	2	3,955.85	1,600.00	3,018.31	283.80	25.36	.....	1,896.16	2,076.48	48	
Boston.....	2	19,359.85	2,500.00	359.67	875.00	359.67	7,412.71	14,165.69	5,194.16	73	
Braintree.....	3	8,008,842.15	6,000.00	715,693.92	45,784.70	52,222.66	814,783.64	1,634,484.92	1,273,357.23	45	
Brightwater.....	1	8,241.26	1,500.00	.....	235.00	44.48	.....	1,778.48	2,461.78	42	
Brightwood.....	3	8,085.48	1,900.00	60.00	260.00	65.35	.....	2,285.35	5,810.08	28	
Brookfield.....	3	4,321.87	1,600.00	.....	189.00	8.24	.....	1,797.24	2,524.63	42	
Brookline.....	3	88,868.44	3,200.00	10,610.87	.....	1,104.31	21,917.62	38,882.80	52,085.64	41	
Campello.....	1	3,926.52	1,400.00	.....	181.85	13.36	.....	1,596.21	2,331.31	41	Do.
Canton.....	3	18,420.73	2,400.00	2,276.37	600.00	233.43	.....	5,508.80	12,910.93	30	
Chatham.....	3	6,457.89	1,600.00	.....	450.00	37.20	.....	2,187.20	8,250.69	40	
Chester.....	3	3,171.40	1,300.00	100.00	196.00	14.88	.....	1,610.88	1,560.52	51	
Chicopee.....	3	2,970.58	1,400.00	.....	130.00	10.96	.....	1,540.96	1,429.57	52	
Chicopee Falls.....	2	8,967.12	2,000.00	2,000.00	600.00	185.13	4,073.92	8,469.05	358.17	99	
Cohasset.....	2	9,766.32	2,100.00	2,300.00	600.00	41.73	.....	9,406.15	4,456.19	71	
Colman.....	2	15,202.67	2,400.00	2,300.00	500.00	376.19	5,171.29	10,747.48	3,160.99	87	
Concord.....	3	4,981.49	1,600.00	.....	177.62	52.88	.....	1,880.50	7,047.76	37	
Concord Junction.....	2	9,543.70	2,000.00	1,025.00	381.79	89.15	.....	3,495.94	6,047.76	46	
Cottage City.....	3	14,693.56	2,200.00	3,605.36	555.00	440.72	.....	6,801.58	7,891.98	37	
	3	6,286.61	1,800.00	5,500.00	420.00	42.90	.....	2,762.80	8,503.81	44	

Presidential, Jan. 1, 1902.

In Government building.

Do.

Dalton	4,873.06	1,600.00	70.00	197.82	23.28	4,773.82	1,891.10	2,981.96	39
Danvers	14,634.60	2,300.00	2,300.00	600.00	199.96	14,934.56	10,173.78	4,760.82	70
Dedham	23,167.31	2,400.00	3,983.04	1,188.00	737.19	24,900.35	14,907.28	8,260.08	64
East Bridgewater	2,942.59	1,200.00		142.00	16.16	1,984.43	1,358.16	1,684.43	46
East Douglass	8,962.78	1,100.00	40.00	76.85	8.08	1,224.93	1,224.93	2,727.85	81
East Hampton	10,582.88	2,000.00	1,400.00	395.00	69.12	8,964.12	8,964.12	6,684.26	87
East Northfield	9,020.91	2,000.00	1,100.00	275.00	31.06	8,706.06	1,778.64	6,311.85	41
East Pepperell	3,404.53	1,500.00		250.00	28.64	1,706.04	1,706.04	2,262.89	44
East Walpole	4,867.80	1,500.00		140.00	10.24	1,550.24	1,550.24	8,217.56	84
East Weymouth	4,724.86	1,500.00	60.00	212.00	30.48	1,742.46	1,742.46	2,862.88	37
East Whitman	2,529.19	1,000.00		148.08	14.24	1,222.82	1,222.82	1,806.87	48
Edgartown	8,091.06	1,300.00		162.06	14.80	1,466.86	1,466.86	1,624.21	47
Fairhaven	6,816.41	1,500.00		304.00	17.88	1,541.68	1,541.68	4,974.73	27
Fall River	88,163.03	3,300.00	16,186.89	135.00	1,066.83	40,943.51	61,497.03	26,666.00	70
Falmouth	4,156.09	1,500.00		2,500.00	678.11	15,170.10	1,659.16	2,496.98	40
Fitchburg	52,891.89	3,100.00	8,120.88	900.00	29,568.59	28,823.80	28,823.80	28,823.80	56
Florence	9,106.77	2,000.00	1,000.00	312.00	39.03	8,089.03	2,043.60	6,567.74	39
Foxboro	5,086.29	1,700.00		81.60	31.60	1,943.62	1,943.62	8,042.69	40
Framingham	4,467.98	1,600.00	1,000.00	312.00	38.52	8,729.44	8,729.44	8,046.43	41
Franklin	11,774.87	2,200.00	4,700.00	453.94	75.50	13,777.11	13,777.11	7,281.97	64
Gardner	20,459.06	2,500.00	1,000.00	500.00	582.23	4,944.88	2,785.44	806.20	90
Georgetown	3,040.64	1,500.00	6,452.77	216.00	19.44	11,988.81	21,723.58	20,963.09	51
Gloucester	2,444.06	1,100.00		185.00	13.20	1,298.20	1,298.20	1,146.85	53
Grafton	10,508.46	2,200.00	2,661.58	374.29	73.64	1,254.16	6,453.62	4,024.84	62
Great Harrington	24,521.96	2,600.00	3,900.00	937.60	296.37	4,373.25	12,097.12	12,424.83	49
Greenfield	3,568.80	1,400.00		127.00	24.88	1,561.88	1,561.88	2,016.92	43
Groton	56,442.62	3,100.00	12,843.91	265.00	877.10	20,117.60	96,703.51	19,739.01	65
Haverhill	8,225.77	1,600.00	250.00	149.00	13.84	1,762.84	2,436.64	6,462.98	21
Highlandville	3,127.47	1,400.00		233.75	19.60	1,643.35	1,643.35	7,716.99	24
Hingham	72,012.15	3,200.00	9,680.29	181.90	808.76	18,735.76	94,486.71	87,526.44	53
Holyoke	6,785.22	1,700.00		138.55	23.20	1,832.75	1,832.75	8,902.47	43
Hopkinton	2,665.25	1,000.00	50.00	198.00	18.06	1,860.96	1,860.96	1,049.01	51
Hudson	9,446.12	2,100.00		147.00	8.46	8,664.24	8,664.24	5,962.43	83
Huntington	4,697.14	1,700.00	1,000.00	113.13	71.11	1,976.99	2,720.16	2,720.16	95
Hyannis	3,813.77	1,500.00	112.50	108.00	6.48	1,940.76	2,473.02	2,473.02	44
Hypert	3,776.57	2,700.00	5,565.20	300.00	24.36	1,968.69	11,706.11	11,706.11	63
Indian Orchard	2,562.57	1,500.00		250.00	41.81	9,965.68	1,769.28	2,092.88	31
Ipswich	1,976.33	1,000.00		258.00	51.25	1,438.12	4,492.88	4,492.88	53
Lancaster	68,117.13	2,000.00	14,697.89	138.46	14.72	27,314.69	46,447.03	21,670.06	58
Lawrence	7,901.29	2,300.00	1,386.64	8,659.00	1,184.57	2,563.96	4,806.87	3,496.42	55
Leicester	4,075.80	1,900.00		109.00	11.36	1,111.56	2,471.62	2,471.62	94
Lenox	7,243.56	1,900.00		258.00	63.59	14,284.22	14,284.22	6,772.08	27
Lexington	21,161.45	2,500.00	8,463.27	1,200.00	870.54	6,710.41	1,298.54	7,631.04	50
Lewell	9,559.60	1,700.00	26,000.00	174.00	54.56	79,193.80	54,520.71	54,520.71	59
Lynn	183,714.01	3,400.00		91.63	1,493.61	48,359.69	1,297.78	1,297.78	51
Lynn	2,560.00	1,200.00		750.00	6.08	1,876.04	70,708.76	101,010.40	41
Lynn	171,719.16	3,400.00	24,670.06	249.60	71.36	40,012.66	2,170.96	4,216.80	84
Manchester	6,387.26	1,700.00	150.00						

Presidential, Oct. 1, 1901.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—CON.											
Mansfield.....	3	\$5,993.76	\$1,700.00	.....	\$209.34	\$40.24	.....	\$1,949.58	\$4,050.18	32	
Marblehead.....	2	12,129.12	2,300.00	\$2,000.00	611.22	84.07	\$4,315.54	9,210.83	2,918.29	76	
Marlboro.....	2	17,855.63	2,500.00	3,000.00	850.00	360.18	7,672.06	14,382.23	3,473.40	81	
Maynard.....	3	4,882.96	1,500.00	.....	250.00	30.72	1,780.72	1,780.72	3,102.24	36	
Medford.....	2	4,987.99	1,600.00	.....	285.98	14.16	1,910.14	1,910.14	3,077.85	38	
Medford.....	2	36,112.17	2,900.00	3,500.00	1,000.00	721.93	9,826.25	17,948.18	18,163.99	50	
Medway.....	2	3,483.44	1,300.00	.....	189.10	9.60	1,448.70	1,448.70	1,984.74	42	
Melrose.....	2	31,416.50	2,700.00	4,265.20	1,466.30	344.85	9,029.36	17,906.71	13,510.79	57	
Merrimac.....	3	3,280.48	1,300.00	.....	223.00	24.08	1,547.08	1,547.08	1,713.40	47	
Middleboro.....	3	3,088.95	1,400.00	.....	223.00	12.08	2,632.74	2,632.74	4,469.56	53	
Middleboro.....	2	17,919.83	2,400.00	3,700.00	1,020.00	68.34	8,430.25	12,866.16	2,917.50	82	
Millbury.....	2	15,773.65	2,600.00	1,200.00	296.00	33.52	5,494.55	1,989.62	2,689.28	43	
Milton.....	3	4,578.90	1,600.00	1,100.83	360.00	81.33	.....	1,612.20	1,962.01	45	
Mittineague.....	3	10,561.52	2,000.00	.....	396.00	40.08	.....	2,046.08	3,491.75	37	
Nonson.....	3	8,694.21	1,700.00	.....	396.00	206.69	.....	4,056.69	4,699.13	47	
Nantucket.....	2	8,685.82	2,000.00	.....	822.30	253.32	4,692.74	10,608.09	3,367.65	76	
Natick.....	2	13,996.74	2,300.00	2,499.73	164.58	29.60	.....	1,594.18	1,832.03	47	
Needham.....	1	3,426.23	1,400.00	12,806.02	.....	945.56	31,596.50	48,645.07	33,801.48	69	
New Bedford.....	3	81,842.56	3,200.00	.....	1,128.65	373.99	8,896.72	58,094.17	10,783.36	62	
Newburyport.....	2	28,987.53	2,700.00	16,164.94	3,896.91	1,304.35	25,664.44	60,110.23	18,630.96	73	
Newton Center.....	1	68,740.79	3,200.00	.....	285.00	27.82	.....	1,942.62	2,823.16	41	
North Abington.....	2	4,771.67	1,600.00	30.00	814.27	694.04	9,483.76	15,466.40	13,373.16	56	
North Adams.....	3	84,854.16	2,800.00	5,703.33	550.00	638.12	7,704.92	17,199.84	13,154.35	63	
Northampton.....	2	52,404.48	2,800.00	6,188.88	138.30	23.04	.....	1,831.81	1,831.81	45	
North Andover Depot.....	3	3,282.25	1,300.00	.....	600.00	845.02	3,584.40	9,277.92	2,701.81	77	
North Attleboro.....	2	12,039.23	2,300.00	2,300.00	121.80	34.27	.....	1,832.78	1,010.92	57	
North Attleboro.....	3	2,343.70	1,100.00	.....	375.00	89.00	.....	4,024.87	5,182.37	44	
North Brookfield.....	2	6,254.24	2,700.00	1,457.60	159.93	39.00	.....	1,769.55	5,492.87	33	
North Easton.....	3	6,378.30	1,900.00	.....	139.36	19.24	.....	1,283.54	1,567.37	43	
North Grafton.....	3	2,790.83	1,300.00	.....	141.32	13.00	.....	1,458.13	1,307.68	53	
North Plymouth.....	2	17,464.33	2,300.00	.....	598.00	418.50	3,905.16	9,699.70	4,868.63	60	
Norwood.....	2	1,484.33	2,300.00	2,236.22	800.00	175.11	8,505.46	8,916.78	974.48	90	
Orange.....	3	9,991.21	1,000.00	.....	140.00	17.78	.....	1,177.78	8,813.43	50	
Palmer.....	3	4,233.41	2,000.00	.....	400.00	47.58	.....	3,447.58	4,805.28	42	
Peabody.....	2	20,028.69	2,500.00	2,833.06	635.00	227.28	5,608.03	11,223.37	8,805.32	56	
Pittsfield.....	1	50,670.01	3,100.00	6,924.36	1,800.00	609.06	10,481.22	22,916.64	27,753.37	45	
Plymouth.....	2	15,299.19	2,400.00	2,944.13	1,800.00	247.73	4,118.91	10,630.77	4,668.42	69	
Provincetown.....	3	8,744.43	1,700.00	.....	850.00	38.12	.....	2,083.12	3,661.31	36	
Quincy.....	1	53,635.40	3,000.00	9,541.39	1,600.00	1,215.30	15,099.63	31,036.32	22,579.08	56	

In Government building.

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No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
MASSACHUSETTS—CON.											
Winchendon.....	3	\$8,208.75	\$1,900.00	\$50.00	\$300.00	\$30.56		\$2,290.56	\$5,918.19	28	
Winchester.....	2	20,290.18	2,400.00	2,200.00	776.00	331.04	\$5,061.75	10,817.79	9,472.39	53	
Woburn.....	2	25,925.93	2,700.00	2,600.00	700.00	8,988.84	218.41	15,082.25	10,843.68	58	
Worcester.....	1	272,615.16	3,600.00	42,302.56	975.00	4,427.81	69,888.52	121,143.89	151,471.27	44	Presidential, Jan. 1, 1902.
Total.....		6,735,869.50	350,475.00	1,146,567.59	129,889.50	94,776.19	1,621,754.06	3,243,462.34	3,492,407.16	48	
MICHIGAN.											
Adrian.....	2	30,235.97	2,700.00	4,399.99	1,071.00	469.69	5,985.64	14,626.32	15,609.65	48	
Agricultural College.....	3	3,115.95	1,500.00	60.00	200.00	4.16		1,764.16	1,351.79	57	
Albion.....	2	24,007.50	2,800.00	2,548.90	840.00	42.00	8,914.39	10,145.29	13,862.21	42	
Allegan.....	3	8,213.33	1,900.00	270.00	460.00	89.64		2,719.64	5,493.69	33	
Alma.....	3	8,496.91	1,800.00		245.00	95.64		2,140.64	6,356.27	25	
Alpena.....	2	12,512.79	2,300.00	2,640.50	700.00	101.98	6,176.80	10,918.78	1,594.01	87	
Ann Arbor.....	2	45,672.89	3,000.00	8,132.62	1,800.00	1,236.79	12,747.54	26,916.95	18,755.94	59	
Armada.....	3	1,696.83	750.00		180.50	1.20		881.70	725.13	55	Presidential, Oct. 1, 1901.
Bad Axe.....	3	8,820.41	1,400.00	200.00	185.64	4.88		1,790.52	2,029.89	47	
Bancroft.....	3	2,148.34	1,100.00		136.62	2.00		1,238.62	909.72	58	
Bangor.....	3	3,092.88	1,000.00		106.00	4.00		1,509.00	1,583.88	49	
Battlecreek.....	1	104,516.27	3,300.00	10,724.45	2,000.00	1,140.15	18,576.34	30,739.94	73,776.33	29	
Bay City.....	1	46,614.99	3,100.00	9,107.55	632.99	15,863.54	2,292.27	28,604.08	19,010.91	59	In Government building.
Bellevue.....	3	7,047.36	1,800.00	100.00	280.00	9.44		2,292.27	4,755.09	33	
Bellaire.....	3	2,782.06	1,300.00	40.00	382.83	2.24		1,572.24	1,209.81	57	
Bellevue.....	3	2,668.11	1,200.00		190.00	2.96		1,392.96	1,275.15	54	
Benton Harbor.....	2	20,787.41	2,500.00	4,100.00	650.00	229.74	4,512.22	11,991.96	8,795.45	58	
Berrien Springs.....	3	3,691.97	1,100.00		162.28	5.44		1,267.72	2,324.25	35	
Bessemer.....	3	6,013.27	1,700.00		67.00	4.16		1,761.16	3,252.11	35	
Big Rapids.....	2	11,860.27	2,300.00	2,600.00	650.00	150.07	8,091.07	8,791.14	3,069.13	74	
Birmingham.....	3	2,640.87	1,300.00	100.00	275.00	81.64		1,756.64	894.23	67	
Blomfield.....	3	3,185.92	1,300.00	200.00	140.00	6.43		1,646.46	1,539.44	52	
Bozette.....	3	2,686.42	1,100.00	100.00	138.95	2.96		1,886.91	1,298.51	62	
Brighton.....	3	114.47	1,100.00		114.47	4.00		1,218.47	1,961.63	56	
Brown City.....	3	2,200.00	1,400.00	200.00	213.31	5.12		1,818.43	1,381.57	58	
Brown City.....	3	2,200.00	1,400.00	75.00	83.00	1.20		709.20	1,896.15	57	Presidential, Jan. 1, 1902.
Buchanan.....	3	4,681.14	1,500.00		307.84	87.40		1,895.24	2,785.90	41	
Cadillac.....	2	12,664.16	2,800.00	2,900.00	620.16	158.59		6,106.77	4,577.78	64	
Calumet.....	2	19,199.59	2,500.00	3,643.90	1,500.00	200.08	8,790.90	16,625.88	2,669.71	87	
Caro.....	3	8,861.71	1,900.00	1,000.00	460.00	88.64		3,448.66	5,413.05	39	
Carson City.....	3	2,805.29	1,200.00		157.03	12.61		1,869.64	1,435.65	49	
Cass City.....	3	8,512.20	1,400.00	190.00	238.50	4.08		1,787.58	1,724.62	51	

Casper, Pa.	1,600.00	400.00	380.00	83.64	2,483.64	2,479.95	45
Cedar Springs	1,400.00	100.00	142.00	1.68	1,643.68	2,494.29	44
Central Lake	1,100.00	70.00	118.96	.....	1,288.96	2,492.40	43
Charlevoix	2,100.00	580.00	800.00	21.44	2,611.44	2,489.70	42
Charlotte	2,200.00	8,000.00	725.00	161.64	8,994.64	1,539.08	41
Cheboygan	2,500.00	1,382.51	444.08	98.64	3,924.13	2,538.24	40
Chickasaw	1,500.00	90.00	122.87	4.96	1,613.83	1,513.44	39
Chester	1,500.00	200.00	266.00	6.96	1,766.96	1,513.11	38
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	37
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	36
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	35
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	34
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	33
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	32
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	31
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	30
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	29
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	28
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	27
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	26
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	25
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	24
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	23
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	22
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	21
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	20
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	19
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	18
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	17
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	16
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	15
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	14
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	13
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	12
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	11
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	10
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	9
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	8
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	7
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	6
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	5
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	4
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	3
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	2
Chickasaw	1,500.00	200.00	266.00	6.96	1,766.96	1,480.72	1

Do.

Do.

Do.

In Government building

Presidential, Jan. 1, 1902

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and incidental fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Harbor Beach.....	3	\$5,655.87	\$1,600.00	\$200.00	\$300.00	\$79.32	.....	\$2,179.32	\$3,476.55	39	
Harbor Springs.....	3	4,083.73	1,500.00	450.00	223.00	16.72	.....	2,189.72	1,894.01	54	
Hart.....	3	4,217.71	1,500.00	249.80	250.00	8.60	.....	2,108.59	2,114.12	50	
Hartford.....	3	9,626.84	1,500.00	200.00	144.00	8.92	.....	1,847.92	1,778.92	51	
Hastings.....	3	9,277.62	1,500.00	1,900.00	443.50	13.81	.....	4,357.31	4,920.31	47	
Hilldale.....	2	11,661.78	2,200.00	2,562.51	565.55	66.00	\$4,880.42	9,785.06	1,866.72	84	
Holland.....	2	14,879.78	2,400.00	2,300.00	600.00	30.22	8,830.48	9,260.65	5,619.13	62	
Holly.....	2	6,115.07	1,700.00	1,800.00	325.00	12.56	.....	2,217.56	2,988.51	48	
Homer.....	3	8,106.46	1,500.00	40.00	239.99	13.44	.....	1,768.43	1,816.05	58	
Houghton.....	2	16,722.20	2,400.00	2,427.79	1,200.00	148.57	.....	6,176.36	10,545.84	37	
Howard City.....	3	8,484.25	1,500.00	1,250.00	196.00	6.44	.....	1,851.44	1,632.81	53	
Hudson.....	3	7,015.88	1,800.00	120.00	308.00	91.16	.....	2,319.16	4,696.22	53	
Hudson.....	2	7,987.49	2,000.00	2,848.92	700.00	107.99	.....	6,156.91	2,810.58	65	
Imlay City.....	3	3,975.41	1,500.00	40.00	226.00	6.52	.....	1,770.52	2,204.99	45	
Iron Mountain.....	3	13,899.11	2,400.00	2,547.82	860.00	172.00	8,506.02	9,484.84	4,404.27	68	
Iron River.....	2	2,601.19	1,200.00	1,800.00	672.00	17.52	2,980.67	7,831.64	8,644.41	68	
Ishpeming.....	2	15,579.22	2,400.00	2,186.74	147.85	1.76	.....	1,549.61	1,251.58	52	
Ithaca.....	2	6,707.81	2,400.00	800.00	590.00	19.36	8,508.09	7,912.45	2,656.34	75	
Jackson.....	2	69,884.54	8,200.00	8,818.74	750.00	82.68	5,276.47	10,879.31	4,899.91	71	
Jonesville.....	1	8,656.44	1,500.00	40.00	409.95	6.80	15,068.69	27,596.94	42,287.00	39	In Government building.
Kalamazoo.....	1	89,057.25	3,200.00	10,312.35	242.49	6.80	509.51	1,789.29	60,251.74	49	Do.
Lake City.....	3	2,010.59	1,500.00	860.00	196.80	2.56	14,766.54	2,058.56	2,222.94	45	
Lake Linden.....	3	4,581.75	1,000.00	70.00	128.11	2.00	.....	1,200.11	810.89	60	
Lake Odessa.....	3	2,865.81	1,300.00	40.00	276.00	5.44	.....	1,891.44	2,700.31	41	
Lakeview.....	3	3,486.76	1,300.00	.....	211.00	2.00	.....	1,583.00	1,812.81	54	
Lansing.....	1	68,821.70	8,200.00	9,500.92	202.00	83.24	10,910.88	24,574.32	89,247.88	39	Do.
Lapeer.....	3	7,459.84	1,900.00	50.00	300.00	18.16	.....	2,418.16	5,041.68	32	
Laureum.....	3	6,306.88	1,700.00	.....	450.00	70.00	.....	1,891.60	4,427.28	30	
Lawrence.....	3	1,076.84	600.00	.....	174.00	1.28	.....	1,546.28	631.56	51	Presidential, Jan. 1, 1902.
Lawton.....	3	2,807.87	1,200.00	60.00	144.00	1.96	.....	1,406.96	1,400.91	50	
Leelle.....	3	3,208.67	1,400.00	20.00	300.00	5.20	.....	1,725.20	1,478.47	52	Do.
Leitchfield.....	3	1,097.86	600.00	.....	72.88	96	.....	673.34	524.01	52	
Lowell.....	3	6,088.95	1,600.00	150.00	304.00	82.44	8,885.54	2,185.44	2,922.51	42	
Ludington.....	2	11,275.11	2,200.00	2,248.90	600.00	109.34	.....	8,998.78	2,261.33	80	
Mancelona.....	3	8,520.78	1,500.00	40.00	223.00	2.16	.....	1,765.16	1,755.00	50	
Manchester.....	3	8,140.96	1,800.00	.....	198.00	4.00	.....	1,602.00	1,688.96	48	
Manistee.....	2	17,437.56	2,500.00	3,280.80	400.00	85.88	0,484.40	13,140.09	4,297.49	76	
Manistique.....	3	6,544.80	1,500.00	70.00	700.00	.....	.....	2,415.88	4,128.92	87	

	In Government building.	Do.	Presidential, Oct. 1, 1901.
Manton	2,974.29	1,200.00	1,098.00
Marion	3,010.53	1,800.00	175.00
Marquette City	4,562.62	1,600.00	277.00
Marquette	3,496.55	1,400.00	300.00
Marquette	29,738.56	3,757.09	205.06
Marshall	39,653.07	4,500.00	192.06
Mason	4,783.49	30.00	8.00
Mayville	2,829.22	1,600.00	1.36
McDon	3,946.71	1,200.00	19.74
Memphisee	23,399.15	3,500.00	190.78
Middleville	5,254.82	1,200.00	1.76
Middleton	5,150.11	1,300.00	11.26
Milford	2,841.26	1,300.00	4.48
Milford	3,247.18	1,400.00	79.72
Monroe	12,004.07	2,600.00	173.28
Morenci	3,347.36	1,400.00	5.60
Mount Clemens	14,485.00	2,400.00	306.10
Mount Pleasant	9,284.74	2,000.00	126.52
Muskegon	3,732.69	1,300.00	4.64
Muskogee	85,406.13	2,400.00	337.02
Nashville	8,077.74	1,400.00	1.28
Nearney	7,660.02	1,900.00	10.06
Newburg	3,156.51	1,200.00	79.80
Newberry	2,961.37	1,300.00	2.88
Niles	11,813.47	2,300.00	160.24
Northbranch	2,370.81	1,100.00	84.68
Northville	4,016.64	1,500.00	4.80
Norway	5,424.42	1,700.00	4.48
Olivet	8,524.67	1,400.00	3.38
Onaway	3,241.78	1,200.00	2.64
Ontonagon	2,015.56	1,100.00	2.08
Oscoda	4,405.11	1,600.00	82.04
Osgo	3,999.62	1,500.00	5.84
Ovid	22,549.13	2,400.00	234.66
Owosso	4,447.98	1,500.00	81.48
Oxford	6,378.21	1,600.00	9.36
Paw Paw	2,904.19	1,400.00	2.40
Pentwater	2,195.09	1,000.00	132.10
Perry	16,363.09	2,400.00	197.44
Petokey	8,485.76	1,400.00	7.36
Plainwell	6,039.88	1,700.00	181.50
Plymouth	22,581.21	2,500.00	171.62
Pontiac	46,230.68	3,000.00	719.91
Port Huron	7,626.99	1,800.00	86.16
Portland	3,660.88	1,500.00	3.92
Quincy	3,632.33	1,400.00	3.76
Reading	5,374.33	1,700.00	86.20
Reed City	2,133.75	1,000.00	1.28
Republic	8,628.89	1,600.00	80.92
Rochester	1,806.80	1,400.00	63.06
Rockford	3,506.01	1,400.00	297.00
Romeo	3,010.53	1,800.00	175.00
Marion	4,562.62	1,600.00	277.00
Marquette City	3,496.55	1,400.00	300.00
Marquette	29,738.56	3,757.09	205.06
Marshall	39,653.07	4,500.00	192.06
Mason	4,783.49	30.00	8.00
Mayville	2,829.22	1,600.00	1.36
McDon	3,946.71	1,200.00	19.74
Memphisee	23,399.15	3,500.00	190.78
Middleville	5,254.82	1,200.00	1.76
Middleton	5,150.11	1,300.00	11.26
Milford	2,841.26	1,300.00	4.48
Milford	3,247.18	1,400.00	79.72
Monroe	12,004.07	2,600.00	173.28
Morenci	3,347.36	1,400.00	5.60
Mount Clemens	14,485.00	2,400.00	306.10
Mount Pleasant	9,284.74	2,000.00	126.52
Muskegon	3,732.69	1,300.00	4.64
Muskogee	85,406.13	2,400.00	337.02
Nashville	8,077.74	1,400.00	1.28
Nearney	7,660.02	1,900.00	10.06
Newburg	3,156.51	1,200.00	79.80
Newberry	2,961.37	1,300.00	2.88
Niles	11,813.47	2,300.00	160.24
Northbranch	2,370.81	1,100.00	84.68
Northville	4,016.64	1,500.00	4.80
Norway	5,424.42	1,700.00	4.48
Olivet	8,524.67	1,400.00	3.38
Onaway	3,241.78	1,200.00	2.64
Ontonagon	2,015.56	1,100.00	2.08
Oscoda	4,405.11	1,600.00	82.04
Osgo	3,999.62	1,500.00	5.84
Ovid	22,549.13	2,400.00	234.66

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Saginaw	1	\$81,682.43	\$3,200.00	\$11,422.82	.....	\$1,074.86	\$17,064.82	\$82,782.00	\$48,920.43	40	In Government building.
Saginaw, West Side	2	26,315.46	2,600.00	3,170.52	\$750.00	282.59	8,858.97	15,162.38	11,153.08	58	
St. Charles	3	3,221.04	1,200.00	200.00	185.00	3.68	.....	1,588.68	1,632.36	49	
St. Clair	3	8,082.61	1,700.00	152.96	274.00	9.20	.....	2,136.15	5,896.46	27	
St. Ignace	3	4,623.72	1,500.00	180.00	180.00	82.20	.....	2,082.20	2,471.52	45	
St. Johns	2	10,886.47	2,300.00	3,218.34	700.00	97.66	.....	6,316.00	4,070.47	61	
St. Joseph	2	16,396.38	2,500.00	3,600.00	560.00	296.52	.....	10,023.34	6,373.04	61	
St. Louis	3	6,890.83	1,700.00	70.00	331.00	86.28	.....	2,187.28	3,693.56	37	
Saline	3	3,056.22	1,300.00	.....	109.00	3.44	.....	1,412.44	1,643.78	46	
Saranac	3	2,454.96	1,100.00	.....	138.10	3.12	.....	1,241.22	1,213.73	51	
Bault Ste. Marie	2	24,078.94	2,600.00	4,230.00	800.00	222.18	4,943.76	12,685.94	11,382.40	53	
Schoolcraft	3	2,426.63	1,100.00	.....	160.00	3.62	.....	1,263.52	1,163.11	52	
Shelby	3	8,715.51	1,600.00	166.66	909.65	1.92	.....	1,978.15	1,737.36	58	
South Haven	2	10,135.97	2,200.00	2,160.96	600.00	40.16	2,064.27	7,065.29	3,060.68	70	
Sparta	3	2,601.82	1,200.00	.....	106.00	5.60	.....	1,313.60	1,288.22	50	
Stantdon	3	3,822.16	1,400.00	40.00	174.00	2.48	.....	1,376.48	1,265.34	52	
Sturgis	3	5,699.94	1,700.00	270.00	308.00	99.63	.....	1,745.80	1,576.36	58	
Tecumseh	3	7,054.86	1,800.00	300.00	283.00	89.72	.....	2,577.63	3,312.31	42	
Tekonsha	3	2,181.05	1,100.00	.....	196.00	2.08	.....	1,298.08	835.44	61	
Thompsonville	3	2,081.05	1,100.00	1,600.00	144.00	2.56	.....	1,246.56	834.49	60	
Three Oaks	2	9,872.87	2,200.00	2,000.00	194.83	7.86	.....	3,802.19	6,070.68	39	
Three Rivers	2	10,405.75	2,200.00	2,000.00	492.00	7.86	2,498.17	7,423.57	2,982.18	71	
Traverse City	2	20,230.64	2,600.00	3,273.00	675.00	71.80	4,947.82	10,868.62	9,384.02	54	
Union City	3	4,186.86	1,600.00	100.00	345.00	8.64	.....	1,838.64	2,353.22	55	
Union Works	2	10,039.80	2,000.00	1,000.00	240.00	10.95	.....	3,250.95	6,808.85	32	
Upsat	3	6,424.04	1,700.00	660.00	460.00	83.72	.....	2,583.72	3,840.32	54	
Vicksburg	3	2,682.88	1,200.00	200.00	130.00	4.68	.....	1,375.06	1,308.82	60	
Wadsworth	3	2,682.88	1,200.00	140.00	100.00	12.98	.....	1,375.06	1,308.82	60	
Wayne	3	2,682.88	1,200.00	140.00	100.00	12.98	.....	1,375.06	1,308.82	60	
West Bay City	2	13,401.63	2,300.00	2,750.00	840.00	80.30	5,224.65	11,700.35	1,683.28	89	
Whitman	3	2,601.82	1,200.00	2,750.00	840.00	80.30	.....	11,700.35	1,683.28	89	
White Pigeon	3	2,407.07	1,200.00	.....	189.67	3.76	.....	1,373.43	1,033.64	51	
Williston	3	2,407.07	1,200.00	.....	189.67	3.76	.....	1,373.43	1,033.64	51	
Windsor	3	2,407.07	1,200.00	.....	189.67	3.76	.....	1,373.43	1,033.64	51	
Windsor	3	2,407.07	1,200.00	.....	189.67	3.76	.....	1,373.43	1,033.64	51	
Yale	3	17,807.36	2,600.00	2,471.78	760.00	252.18	.....	11,823.39	5,983.97	65	
Zeeland	3	2,581.45	1,100.00	60.00	111.30	1.70	.....	1,263.06	1,318.39	48	
Total	.....	8,158,579.82	365,700.00	422,829.96	78,706.15	30,411.89	544,104.20	1,441,751.70	1,718,827.80	40	Deficiency.

MINNESOTA.		Presidential, Jan. 1, 1902.		Do.		In Government building.		Presidential, Jan. 1, 1902.	
3	Ada	4,173.82	1,500.00	228.00	2.08	1,776.99	2,387.88	45	
3	Adrian	3,152.42	1,400.00	243.00	2.08	1,696.97	1,455.45	54	
3	Aitkin	5,176.66	1,600.00	222.00	1.04	2,027.68	3,147.96	59	
3	Akeley	1,407.28	2,900.00	62.00	895.17	663.04	744.24	66	
2	Albert Lea	16,690.62	1,700.00	500.00	9.44	8,961.09	6,829.53	53	
3	Alexandria	6,584.46	1,700.00	860.00	9.44	2,169.44	4,965.02	53	
3	Alexandria	3,576.07	1,800.00	300.00	80	1,980.80	1,985.27	55	
3	Anoka	8,979.30	1,700.00	980.00	20.72	2,480.72	3,488.58	41	
3	Appleton	3,897.43	1,700.00	170.00	4.24	1,574.24	1,523.19	46	
3	Argyle	2,584.15	1,400.00	160.00	2.40	1,362.40	1,171.75	54	
3	Aurora	1,234.86	50.00	57.00	80	657.00	497.09	53	
3	Avastar	1,184.09	2,548.92	696.00	89.60	8,215.57	5,022.99	62	
2	Barnesville	5,485.62	1,400.00	104.00	2.36	1,566.56	4,919.06	52	
3	Benford	7,004.66	800.00	318.75	19.20	2,885.46	4,118.90	45	
3	Benon	6,199.48	1,600.00	314.00	2.48	2,970.48	3,229.01	41	
3	Benton	2,270.59	1,000.00	112.00	2.48	1,968.48	2,270.59	64	
3	Birch Island	2,635.58	1,200.00	140.00	2.82	1,886.82	855.24	62	
3	Blomberg Prairie	2,635.58	240.00	180.85	1.62	1,931.61	1,054.01	51	
3	Blue Earth City	2,965.33	300.00	385.00	3.84	2,983.64	3,561.98	40	
3	Brainerd	1,071.26	2,400.00	300.00	45.40	6,987.95	6,705.90	35	
2	Brainerd	4,931.26	70.00	183.00	16.07	1,501.07	2,800.13	58	
3	Breckenridge	2,469.40	40.00	162.00	6.08	1,084.08	1,084.08	49	
3	Buffalo Valley	2,862.04	1,200.00	162.00	2.82	1,476.82	1,556.84	49	
3	Cambridge	8,083.16	1,800.00	174.00	2.82	1,466.00	983.51	60	
3	Canby	6,290.22	200.00	166.00	3.28	1,889.28	4,400.94	30	
3	Cannon Falls	8,440.80	1,400.00	286.00	2.24	1,627.24	1,913.56	44	
3	Cass Lake	8,283.88	1,400.00	125.00	8.18	1,654.16	1,629.72	60	
3	Chaska	8,713.01	1,800.00	240.00	2.08	1,762.08	1,940.83	47	
3	Chaska	7,682.20	1,800.00	260.00	11.36	2,183.86	6,488.84	28	
3	Colquet	18,221.12	2,000.00	617.94	277.99	8,558.71	9,662.41	47	
3	Cookston	2,788.41	2,788.41	181.50	2.40	1,883.90	1,404.21	50	
3	Dawson	4,677.11	1,200.00	181.50	4.88	2,570.78	2,570.78	45	
3	Detroit City	2,503.49	200.00	801.75	2.00	1,845.88	1,157.61	54	
3	Dodge Center	188,807.75	50.00	588.00	1,146.00	64,736.49	84,012.26	59	
1	Duluth	2,564.91	1,000.00	19,948.80	29,883.19	7,786.49	64,736.49	57	
3	Eagle Bend	8,779.11	1,400.00	203.21	18.76	1,616.97	1,399.95	45	
3	East Grand Forks	2,396.66	1,000.00	180.00	2.96	1,962.96	2,162.14	47	
3	Elbow Lake	2,670.21	1,000.00	154.25	3.12	1,207.37	1,053.70	56	
3	Elk River	2,357.43	1,100.00	168.29	1.52	1,269.81	1,462.84	54	
3	Elmore	5,012.29	1,600.00	250.00	6.44	1,855.44	3,166.85	87	
3	Ely	8,985.07	1,800.00	164.00	12.00	1,976.00	3,007.09	33	
3	Eveleth	2,499.09	1,000.00	220.00	12.00	1,692.00	807.09	68	
3	Excelsior	7,473.79	1,800.00	358.00	10.72	2,378.72	6,096.07	32	
2	Fairmount	19,482.60	2,500.00	900.00	288.87	11,140.91	8,941.69	57	
2	Fairmont	1,204.15	550.00	81.75	2.16	633.91	670.24	53	
2	Fergus Falls	3,272.52	2,300.00	493.20	145.08	8,006.48	5,546.29	59	
3	Fergus Falls	8,845.10	1,400.00	223.00	1.04	1,924.04	1,848.45	59	
3	Fond du Lac	2,454.74	1,100.00	196.00	3.12	1,389.12	1,115.62	55	
3	Fonda	2,454.74	1,100.00	196.00	3.12	1,389.12	1,115.62	55	
3	Glencoe	4,292.57	1,600.00	350.00	7.20	1,997.20	2,296.37	47	
3	Glenwood	8,845.10	1,400.00	160.00	6.44	1,615.44	2,229.66	42	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MINNESOTA—cont'd.											
Graceville.....	3	\$3,081.59	\$1,300.00	.....	\$175.00	\$3.52	.....	\$1,478.52	\$1,608.07	48	
Grand Rapids.....	3	5,028.89	1,800.00	.....	348.00	9.52	.....	1,957.52	3,072.37	39	
Granite Falls.....	3	4,301.02	1,800.00	.....	252.00	5.86	.....	1,897.36	2,403.66	44	
Hallock.....	3	8,376.51	1,300.00	\$40.00	196.00	4.24	.....	1,540.24	1,836.27	46	
Hastings.....	3	6,153.37	1,700.00	200.00	435.25	16.64	.....	2,351.99	8,801.46	38	
Hawley.....	3	2,221.46	1,100.00	60.00	137.26	.96	.....	1,298.22	924.24	58	
Hector.....	3	2,569.24	1,200.00	.....	164.00	2.48	.....	1,366.48	1,202.76	53	
Heron Lake.....	3	2,641.24	1,000.00	40.00	160.00	2.56	.....	1,205.28	1,435.96	46	
Hibbing.....	3	8,127.36	1,300.00	.....	191.00	2.56	.....	1,493.56	1,633.80	43	
Hopkins.....	3	7,226.97	1,700.00	.....	240.50	13.52	.....	1,954.02	6,272.95	27	
Hutchinson.....	3	4,510.20	1,500.00	250.00	170.00	6.72	.....	1,896.72	2,613.48	42	
Jackson.....	3	5,123.91	1,600.00	.....	277.00	7.12	.....	2,134.12	2,989.79	42	
Janeville.....	3	4,656.48	1,600.00	160.00	308.47	4.64	.....	2,073.11	2,583.37	45	
Jordan.....	3	2,738.38	1,300.00	.....	196.00	1.92	.....	1,497.92	1,240.46	55	
Kasson.....	3	985.03	500.00	.....	58.00	1.84	.....	559.84	405.19	58	
Kenyon.....	3	2,901.58	1,300.00	40.00	223.00	4.40	.....	1,567.40	1,334.18	54	
Lake Benton.....	3	2,638.21	1,200.00	100.00	226.00	3.84	.....	1,629.84	1,008.37	58	
Lake City.....	3	2,623.05	1,200.00	.....	154.00	2.80	.....	1,356.80	1,266.25	52	
Lake Crystal.....	2	8,583.72	2,000.00	1,380.98	340.00	82.71	.....	8,753.69	4,880.03	44	
Lakefield.....	3	2,826.75	1,800.00	60.00	286.00	4.64	.....	1,650.64	1,176.11	58	
Lakepark.....	3	3,022.59	1,200.00	.....	144.00	1.20	.....	1,345.20	1,677.39	45	
Lamberton.....	3	2,448.81	1,100.00	.....	144.00	1.76	.....	1,245.76	1,203.05	51	
Lanesboro.....	3	2,222.92	1,100.00	.....	100.00	1.62	.....	1,201.62	1,021.40	54	
Le Roy.....	3	2,436.93	1,100.00	40.00	196.75	1.76	.....	1,337.51	1,099.42	56	
Leveur.....	3	2,847.61	1,200.00	.....	175.00	2.08	.....	1,377.08	1,470.53	48	
Litchfield.....	3	4,015.80	1,700.00	200.00	292.00	5.44	.....	1,997.44	2,018.36	50	
Littlefalls.....	2	5,651.51	1,500.00	265.00	296.00	8.88	.....	2,269.88	3,881.63	40	
Long Prairie.....	2	9,745.96	2,000.00	1,632.49	449.84	16.11	.....	4,098.44	5,647.52	42	
Laverne.....	3	8,814.79	1,500.00	40.00	380.00	3.20	.....	1,908.20	1,911.59	50	
McIntosh.....	3	6,546.30	1,700.00	.....	286.00	8.80	.....	1,944.80	4,601.50	30	
Madelia.....	3	1,089.24	500.00	20.00	86.86	.16	.....	607.14	402.10	57	
Madison.....	3	4,976.58	1,600.00	420.00	277.00	3.92	.....	2,800.92	2,675.66	47	
Mapleton.....	2	3,671.42	1,500.00	.....	219.81	8.76	.....	1,728.57	1,947.85	46	
Marathon.....	2	29,433.90	2,700.00	4,300.00	164.00	286.34	\$8,487.44	13,723.82	16,710.04	47	
Marshall.....	3	3,015.59	1,200.00	40.00	420.00	1.76	.....	1,405.76	1,609.83	47	
Maybloss.....	3	6,840.27	1,800.00	60.00	223.00	11.92	.....	2,281.92	4,558.35	84	
Menomonie.....	3	2,818.44	1,300.00	.....	60.00	4.56	.....	1,597.56	1,227.88	56	
Minneapolis.....	3	2,715.16	1,100.00	100.00	193.97	2.84	.....	1,396.81	1,318.35	51	
Monticello.....	1	893,108.41	6,090.00	180,146.27	3,907.07	9,902.84	106,738.89	316,080.11	576,420.30	85	
Montevideo.....	3	6,162.23	1,700.00	38.80	296.00	8.00	.....	2,037.80	4,124.43	83	
Monticello.....	3	2,723.07	1,300.00	40.00	168.00	4.48	.....	1,407.48	1,315.59	52	

Presidential, Jan. 1, 1902.

Do.

In Government building.

Do.

Presidential, Oct. 1, 1901.

In Government building.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MINNESOTA—cont'd.											
Waterville	3	\$3,043.34	\$1,300.00	\$110.00	\$167.00	\$2.88	.....	\$1,578.88	\$1,463.46	52	In Government building.
Wells	3	4,599.15	1,600.00	150.00	354.00	6.16	.....	2,110.16	2,498.99	46	
Wheaton	3	5,999.02	1,600.00	.....	135.84	2.88	.....	1,638.22	2,360.80	41	
Willmar	3	7,678.64	1,900.00	300.00	822.00	10.32	.....	2,632.32	6,146.32	33	
Winona	3	4,768.67	1,700.00	150.00	304.00	6.00	.....	2,160.00	2,608.67	46	
Winnebago City	3	6,260.81	1,800.00	180.00	245.00	7.12	.....	2,182.12	4,078.69	36	
Winona	3	43,312.88	3,000.00	6,862.60	.....	822.06	\$10,083.28	20,187.88	23,125.06	47	
Winthrop	1	2,461.98	1,100.00	50.00	123.80	3.68	.....	1,276.98	1,185.00	52	
Worthington	3	6,690.25	1,800.00	340.00	331.00	11.44	.....	2,482.44	4,207.81	37	
Zumbrota	3	3,718.36	1,400.00	90.00	202.96	2.72	.....	1,686.68	2,022.68	46	
Total	.....	2,462,962.48	239,900.00	326,368.92	49,661.46	20,819.44	380,083.41	1,017,548.22	1,465,414.26	41	
MISSISSIPPI.											
Aberdeen	3	5,847.63	1,700.00	100.00	238.35	22.16	.....	1,822.16	4,025.47	31	In Government building.
Bay St. Louis	3	4,010.09	1,600.00	40.00	897.40	44.60	.....	1,823.16	2,186.94	45	
Bloomington	2	8,468.74	2,000.00	1,000.00	.....	104.07	.....	3,461.47	6,007.27	41	
Brookhaven	3	7,079.53	1,100.00	150.00	311.90	33.76	.....	1,364.72	5,714.81	36	
Carroll	3	7,831.74	1,500.00	200.00	296.00	33.84	.....	2,391.16	5,440.58	31	
Canton	3	6,839.34	1,500.00	200.00	296.00	33.84	.....	2,391.16	4,448.18	35	
Catahoula	3	1,230.13	1,400.00	194.99	287.50	30.73	.....	2,268.83	3,508.46	33	
Cleveland	3	1,610.15	2,100.00	2,232.60	271.00	62.36	.....	4,639.46	5,981.99	44	Presidential, Jan. 1, 1902.
Cornhus	2	10,611.45	2,000.00	1,000.00	440.00	32.60	.....	3,430.50	4,880.81	41	
Crest Springs	3	3,991.26	1,400.00	40.00	136.00	18.94	.....	1,584.96	2,406.30	46	
Edwards	3	3,464.64	1,400.00	100.00	180.00	15.72	.....	1,672.72	1,792.92	48	
Ellisville	3	1,117.41	1,500.00	.....	30.60	2.08	.....	1,582.68	1,578.72	46	Do.
Etterville	3	3,597.51	1,300.00	300.00	138.00	11.84	.....	1,744.84	1,852.67	48	
Payette	3	1,898.08	1,225.00	.....	108.50	2.98	.....	1,931.06	876.97	53	Presidential, Oct. 1, 1901.
Friendship	3	2,280.98	1,000.00	.....	150.10	2.98	.....	1,368.48	992.63	55	
Green	3	2,980.98	1,000.00	200.00	162.00	4.48	.....	8,719.15	923.45	60	
Greenwood	2	18,055.62	2,500.00	2,800.00	600.00	399.44	2,449.71	8,719.15	9,845.35	49	
Grenada	3	7,295.86	1,800.00	240.00	245.50	26.24	.....	2,311.74	5,141.88	31	
Gulfport	3	4,599.98	1,700.00	250.00	290.00	17.52	.....	2,297.52	8,088.46	43	
Hartsville	3	13,188.36	1,800.00	100.00	228.00	25.68	.....	1,653.68	2,946.12	36	
Hazlehurst	2	4,053.42	2,200.00	1,400.00	800.00	69.96	.....	3,909.96	9,218.41	80	
Holly Springs	3	4,728.16	1,500.00	400.00	277.01	9.28	.....	2,186.29	1,867.13	54	
Indianola	3	2,617.63	1,600.00	800.00	360.00	16.08	.....	2,278.08	2,447.28	43	
Iuka	3	2,070.64	1,100.00	150.00	186.00	6.44	1,410.44	1,306.69	54	
Total	2,070.64	1,100.00	250.00	129.60	4.40	1,466.90	1,616.74	70	

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MISSOURI.

8	Adrian	1,983.20
7	Alban	4,576.97
6	Apleton City	3,266.69
5	Applegate	2,678.90
4	Aurora	5,463.83
3	Balcon	2,294.08
2	Bethany	4,813.38
1	Beverly	8,082.71
	Bloomfield	2,255.82
	Bolivar	3,660.00
	Bonneville	8,829.68
	Bonville	8,911.59
	Bowling Green	4,131.12
	Brainerd	2,899.86
	Brookbridge	2,410.11
	Brookfield	8,916.78

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSOURI—cont'd.											
Brunswick	3	\$3,039.06	\$1,400.00	\$140.00	\$225.00	\$6.88	.....	\$1,771.88	\$1,267.18	53	
Burlington Junction	3	2,634.64	1,100.00	230.00	140.00	3.20	.....	1,473.20	1,061.44	53	
Butler	3	8,674.87	2,000.00	1,400.00	375.00	19.76	.....	3,794.76	4,880.11	44	
California	3	3,974.11	1,500.00	230.00	133.00	9.28	.....	1,872.28	2,094.83	48	
Cameron	3	7,056.23	1,500.00	500.00	460.00	40.55	.....	2,900.55	4,155.68	41	
Campbell	3	1,782.57	750.00	104.08	59.30	3.60	.....	916.98	865.59	51	
Canton	3	4,545.91	1,600.00	210.00	174.00	8.48	.....	1,992.48	2,553.43	44	
Cape Girardeau	3	9,867.18	2,000.00	1,000.00	375.00	44.28	.....	3,419.26	6,447.92	35	
Carrollton	3	11,735.51	2,300.00	2,000.00	500.00	36.88	.....	4,898.88	6,896.63	41	
Carrollville	3	8,193.45	1,400.00	.....	137.40	9.28	.....	1,546.68	1,646.80	43	
Carthage	2	18,658.57	2,500.00	4,500.00	619.72	265.21	\$8,972.28	11,887.21	6,781.36	64	Presidential, Oct. 1, 1901.
Caruthersville	2	4,686.97	1,500.00	300.00	294.00	20.72	.....	2,114.72	2,572.25	45	
Cassville	3	2,219.50	1,100.00	400.00	156.00	1.76	.....	561.74	1,774.10	75	
Centerville	3	8,923.46	1,500.00	400.00	242.00	7.36	.....	2,149.36	1,774.10	55	
Charleston	3	1,600.00	400.00	40.00	300.00	100.48	.....	2,040.48	8,120.51	40	
Chillicothe	3	16,657.71	2,400.00	8,913.92	900.00	463.05	8,336.83	11,085.30	6,622.41	66	
Clarence	3	2,685.92	1,100.00	80.00	131.55	8.20	.....	1,814.75	1,221.17	52	
Clarksville	3	2,352.57	1,400.00	8.33	133.20	6.24	.....	1,567.77	784.80	67	
Clinton	2	11,603.95	2,300.00	2,929.58	600.00	327.05	.....	8,806.06	2,797.89	76	
Columbia	2	16,912.22	2,500.00	4,061.00	1,000.00	301.85	2,649.43	10,454.43	6,457.74	62	
Craig	2	2,683.61	1,000.00	.....	123.95	2.80	2,571.63	1,126.75	1,556.86	42	
Dealogue	3	574.84	250.00	.....	43.50	.....	.....	234.30	280.54	51	
Desoto	3	7,380.01	1,800.00	240.00	460.00	50.00	.....	2,560.00	4,780.01	35	
Dexter	3	8,728.75	1,500.00	69.50	202.00	8.56	.....	1,948.69	1,780.06	48	
Doniphan	3	2,732.96	1,300.00	400.00	168.00	10.81	.....	1,878.31	854.65	69	
Edina	3	3,294.69	1,400.00	120.00	280.00	4.00	.....	1,754.00	1,540.69	53	
El Dorado Springs	3	8,867.80	1,500.00	320.00	240.55	13.52	.....	2,074.07	1,783.73	54	
Excelsior Springs	3	4,950.79	1,500.00	320.00	226.41	35.92	.....	2,081.83	2,869.46	42	
Fairfax	3	1,071.61	500.00	.....	71.80	.....	.....	671.78	499.73	53	
Farmington	3	1,765.80	1,600.00	240.00	327.00	20.08	.....	2,137.08	2,578.22	46	
Fayette	3	5,609.74	1,700.00	50.00	346.00	14.48	.....	2,110.48	3,499.26	38	
Flat River	3	2,829.56	1,200.00	67.50	180.00	4.56	.....	1,482.06	1,387.50	51	
Fredericktown	3	8,919.27	1,500.00	200.00	114.00	8.80	.....	1,822.80	2,096.47	47	
Fulton	2	8,726.31	2,000.00	1,500.00	860.00	41.80	.....	3,901.30	4,825.01	45	
Gallatin	3	4,768.54	1,600.00	10.00	245.00	13.44	.....	1,868.44	2,900.10	39	
Glasgow	3	8,986.12	1,400.00	40.00	180.02	9.12	.....	1,629.14	1,766.98	43	
Golden City	3	2,781.11	1,200.00	12.47	141.00	2.88	.....	1,356.35	1,424.76	49	
Grandin	3	2,497.21	1,300.00	.....	105.00	2.77	.....	1,402.77	1,084.44	56	
Grant City	3	3,061.04	1,400.00	249.99	174.00	2.56	.....	1,626.56	1,234.49	60	
Greenfield	3	2,623.41	1,200.00	200.00	150.67	2.94	1,536.63	1,086.78	62	
Hamilton	3	4,826.56	1,600.00	100.00	191.00	10.48	1,901.48	2,924.08	39	

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSOURI—Continued.											
New Madrid.....	3	\$2,861.04	\$1,300.00	\$135.00	\$174.00	\$7.60	.....	\$1,616.60	\$1,244.44	57	
Norborne.....	3	2,782.04	1,200.00	200.00	166.00	6.36	.....	1,571.86	1,210.68	56	
Odeness.....	3	3,423.28	1,400.00	.....	168.58	7.52	.....	1,566.10	1,857.18	46	
Oregon.....	3	3,159.09	1,200.00	100.00	132.00	4.88	.....	1,498.88	1,722.21	45	
Oscola.....	3	2,642.64	1,300.00	200.00	176.00	4.40	.....	1,690.40	962.24	64	
Palmyra.....	3	4,613.19	1,700.00	110.00	254.00	13.28	.....	1,977.28	2,635.91	43	
Paris.....	3	5,006.17	1,600.00	800.00	272.50	12.56	.....	2,295.06	2,720.11	46	
Parkville.....	3	2,348.74	1,000.00	.....	102.74	7.86	.....	1,110.10	1,238.64	47	
Pattonsburg.....	3	2,248.94	1,100.00	290.00	185.21	8.04	.....	1,578.25	670.69	70	
Perryville.....	3	1,543.06	750.00	75.00	90.54	1.44	.....	896.88	656.10	57	
Pierce City.....	3	3,442.06	1,600.00	100.00	56.00	10.88	.....	1,766.88	2,675.20	40	
Platte City.....	3	2,549.72	1,200.00	300.00	224.00	4.00	.....	1,728.00	821.72	68	
Plattsburg.....	3	3,884.87	1,500.00	140.00	260.00	17.74	.....	1,907.74	1,976.63	49	
Pleasant Hill.....	3	3,968.06	1,500.00	.....	244.00	14.88	.....	1,768.88	2,209.18	44	
Poplarbluff.....	3	9,440.41	1,900.00	800.00	865.89	48.80	.....	2,614.69	6,825.72	28	
Princeton.....	3	2,765.49	1,300.00	280.00	224.25	2.88	.....	1,757.13	1,008.36	64	
Richhill.....	3	6,696.00	1,700.00	120.00	387.21	14.24	.....	2,221.45	3,464.55	40	
Richmond.....	3	5,824.09	1,700.00	180.00	285.00	19.76	.....	2,135.76	3,188.33	40	
Rockport.....	3	3,650.52	1,600.00	200.00	277.00	4.95	.....	2,081.96	1,568.56	57	
Rolla.....	3	4,704.94	1,600.00	500.00	250.65	11.60	.....	2,362.25	2,342.69	46	
St. Charles.....	2	10,028.46	2,100.00	2,059.28	420.00	66.23	.....	4,646.46	5,383.02	40	
St. James.....	3	1,052.15	500.00	64.88	38.45	2.04	.....	605.47	446.68	59	
St. Joseph.....	3	182,694.41	8,500.00	27,513.35	690.00	1,999.38	\$29,952.63	63,656.36	118,948.05	39	Presidential, Jan. 1, 1902.
St. Louis.....	1	2,406,770.67	6,000.00	422,638.95	2,843.24	22,876.51	397,646.66	851,405.26	1,557,865.41	39	Do.
Salem.....	3	2,704.29	1,200.00	299.37	144.15	2.80	.....	1,646.32	1,057.97	61	
Salisbury.....	3	4,162.69	1,500.00	350.00	300.00	21.19	.....	2,171.19	1,991.40	52	
Sarcouxie.....	3	2,845.90	1,200.00	100.00	165.76	8.44	.....	1,459.20	1,386.70	51	
Savannah.....	3	4,156.61	1,500.00	150.00	226.98	9.60	.....	1,886.58	2,269.23	55	
Seдалиа.....	2	28,402.08	2,700.00	4,968.23	.....	586.72	6,488.77	14,673.72	13,728.36	42	Do.
Seneca.....	3	2,509.63	1,100.00	70.00	76.00	8.20	.....	1,249.20	1,260.43	50	
Shelbina.....	3	3,796.69	1,600.00	200.00	202.00	9.36	.....	1,911.36	1,885.33	51	
Sikeston.....	3	2,920.34	1,200.00	.....	159.25	4.48	.....	1,393.73	1,526.61	47	
Slater.....	3	4,134.76	1,600.00	80.00	180.00	10.32	.....	1,870.82	2,264.44	45	
South Saint Joseph.....	2	17,735.09	2,400.00	2,624.46	600.00	164.80	.....	5,698.76	12,046.33	32	Do.
Springfield.....	1	66,221.40	3,100.00	8,238.69	.....	7.60	12,625.96	24,448.81	83,772.59	43	
Stanberry.....	3	6,513.14	1,200.00	.....	265.00	6.04	.....	1,853.73	1,676.01	50	
Sweet Springs.....	3	2,729.74	1,200.00	.....	148.69	8.64	.....	2,303.64	3,156.30	72	
Tarkio.....	3	5,454.94	1,600.00	245.00	400.00	8.20	.....	1,763.20	3,691.74	43	
Thayer.....	3	2,421.99	1,200.00	360.00	268.00	6.20	.....	1,630.20	8,688.89	73	
Tipton.....	3	2,935.61	1,200.00	80.00	141.00	9.20	.....	1,430.20	1,506.81	49	
Trenton.....	2	10,609.96	2,000.00	1,852.60	560.25	114.12	.....	4,606.97	6,003.01	43	

Troy.....	2,614.46	1,200.00	217.50	224.71	4.88	.....	2,647.09	967.87	68
Unionville.....	7,906.61	1,800.00	325.00	228.00	5.60	.....	2,480.60	4,828.01	34
Vandalia.....	2,923.58	1,400.00	400.00	228.00	3.28	.....	2,031.28	892.80	70
Versailles.....	3,533.98	1,400.00	250.00	210.00	3.44	.....	1,903.44	1,670.54	53
Warrensburg.....	9,394.33	2,100.00	2,335.09	500.00	60.56	2,639.92	7,653.57	1,650.76	82
Warrenton.....	2,436.13	1,100.00	30.00	153.00	4.40	.....	1,287.40	1,148.73	53
Washington.....	4,686.82	1,600.00	200.00	212.00	10.08	.....	2,022.08	2,664.74	47
Webb City.....	9,104.72	2,200.00	2,747.76	448.20	253.04	.....	7,835.54	1,269.18	86
Wellsville.....	2,410.81	1,200.00	50.00	176.65	2.64	.....	1,428.54	952.27	59
Weston.....	2,416.86	1,200.00	40.00	116.65	5.04	.....	1,361.69	1,055.17	56
Westplains.....	2,158.35	2,000.00	1,600.00	890.20	108.87	.....	4,063.57	4,094.78	50
Willow Springs.....	2,865.83	1,300.00	100.00	198.00	8.86	.....	1,601.36	1,263.97	56
Windsor.....	4,514.14	1,500.00	80.00	249.19	6.72	.....	1,885.91	2,678.23	41*
Total.....	4,475,765.93	283,025.00	703,978.06	47,956.74	41,512.80	623,100.66	1,679,568.26	2,796,107.67	88
MONTANA.									
Anaconda.....	22,771.66	2,600.00	4,715.76	1,060.00	446.07	.....	12,379.74	10,391.92	54
Belt.....	3,014.64	1,200.00	60.00	243.00	1.28	.....	1,604.28	1,610.36	60
Bismarck.....	1,764.45	1,800.00	200.00	170.95	3.96	.....	1,674.51	1,613.14	61
Billings.....	1,681.51	2,000.00	2,700.00	724.00	152.48	.....	1,526.46	1,763.96	93
Boulder.....	11,722.54	2,300.00	2,600.00	400.00	81.82	146.67	5,478.19	1,622.97	47
Butte.....	80,884.82	2,300.00	17,665.65	1,000.00	763.06	14,298.19	395,912.92	43,481.40	45
Choteau.....	1,418.90	1,000.00	60.00	100.00	1.20	.....	1,241.20	1,657.70	43
Deer Lodge.....	3,486.06	250.00	17.50	38.00	1.15	.....	393.66	1,182.40	62
Dillon.....	3,991.93	1,600.00	300.00	140.75	4.08	.....	1,894.83	2,167.10	36
Fort Benton.....	3,045.74	1,900.00	300.00	331.00	8.48	.....	2,539.48	4,506.26	44
Glendive.....	3,613.51	1,900.00	115.00	290.00	3.94	.....	1,948.84	1,654.67	54
Grover.....	3,707.59	1,900.00	60.00	166.00	7.04	.....	1,733.04	1,974.55	47
Granite.....	1,088.12	500.00	.....	60.00	.56	.....	560.66	527.56	62
Great Falls.....	27,123.91	2,700.00	5,170.64	300.00	217.03	3,504.97	11,892.64	15,237.37	44
Hamilton.....	4,269.22	1,500.00	130.00	251.99	3.20	.....	1,895.19	2,384.03	44
Harve.....	4,781.04	1,500.00	100.00	196.00	9.76	.....	1,805.76	2,976.28	38
Helena.....	49,544.02	2,000.00	11,479.05	2,126.00	9.76	.....	25,232.02	24,312.00	51
Kalispell.....	13,080.11	3,200.00	1,334.43	335.26	1,042.97	7,686.00	4,066.43	8,973.68	31
Lewistown.....	2,292.43	1,700.00	350.00	223.00	166.74	.....	2,273.00	5,009.43	31
Livingston.....	10,475.47	2,100.00	1,977.72	536.96	25.28	.....	4,639.96	5,835.61	44
Marysville.....	2,013.08	1,200.00	60.00	223.00	11.83	.....	1,494.83	518.25	74
Millers City.....	6,588.06	1,900.00	500.00	858.00	9.84	.....	2,667.84	3,920.22	40
Missoula.....	19,067.92	2,500.00	3,700.01	212.46	168.00	2,118.84	8,698.81	10,369.11	47
Philipsburg.....	4,161.57	1,600.00	804.00	300.00	2.96	.....	1,966.56	2,205.01	46
Red Lodge.....	4,998.14	1,600.00	600.00	350.00	.....	.....	2,500.00	2,498.14	50
Townsend.....	1,106.25	1,600.00	125.00	55.00	40	.....	780.40	375.85	66
Virginia City.....	2,882.83	1,400.00	300.00	232.00	1.44	.....	1,924.44	968.89	67
White Sulphur Springs.....	2,863.27	1,400.00	.....	223.00	.....	.....	1,622.00	1,231.27	57
Total.....	321,383.55	49,400.00	54,510.76	9,770.37	3,089.98	32,800.85	149,571.96	171,811.69	46
Presidential, Apr. 1, 1902									
Presidential, Jan. 1, 1902									
Do.									

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
NEBRASKA.											
Albion	3	\$1,218.12	\$550.00	\$40.00	\$92.58	\$0.68	.....	\$683.26	\$534.86	56	Presidential, Jan. 1, 1902.
Allamore	3	6,287.37	1,600.00	130.00	350.00	.....	.....	2,066.00	8,281.37	39	
Allamore	3	7,147.07	1,900.00	150.00	287.26	13.68	.....	2,250.94	4,896.13	31	
Alma	3	2,977.46	1,400.00	40.00	265.86	.....	.....	1,708.73	1,268.73	57	
Arpahee	3	3,912.53	1,500.00	.....	174.00	1.52	.....	1,275.52	1,637.01	55	
Ashtaboo	3	2,977.31	1,500.00	55.00	197.00	6.72	.....	1,758.72	2,218.59	44	
Atkinson	3	2,746.54	1,500.00	166.00	166.00	2.48	.....	1,368.48	1,378.06	50	
Aurora	3	4,521.09	1,500.00	107.50	842.00	8.40	.....	1,967.90	2,553.19	43	
Aurora	3	6,383.88	1,700.00	40.00	304.00	1.48	.....	2,062.48	4,321.40	32	
Bancroft	3	2,362.51	1,100.00	.....	161.75	1.68	.....	1,263.43	1,099.08	53	
Beaverville	2	20,538.22	2,500.00	4,400.00	.....	369.33	\$6,300.06	13,569.41	6,968.81	66	In Government building.
Beaver City	3	2,848.96	1,300.00	60.00	164.00	1.20	.....	1,525.20	1,323.76	54	
Blair	3	7,655.12	1,900.00	160.00	345.00	10.72	.....	2,415.72	5,239.40	32	
Bloomfield	3	8,238.84	1,800.00	100.00	166.00	2.96	.....	1,568.96	1,669.88	48	
Bloomington	3	2,064.07	1,100.00	37.50	131.80	1.04	.....	1,270.34	783.73	62	
Bluehill	3	2,161.64	1,100.00	.....	139.84	1.44	.....	1,241.28	920.36	57	
Broken Bow	3	5,755.76	1,700.00	160.00	352.15	6.48	.....	2,218.68	3,537.08	38	
Butte	3	1,872.06	1,500.00	70.00	96.00	.....	.....	665.00	707.06	48	Presidential, Jan. 1, 1902.
Cambridge	3	3,955.59	1,400.00	80.00	223.00	1.52	.....	1,704.52	2,251.07	43	
Cedar Rapids	3	8,735.94	1,400.00	90.00	184.00	1.96	.....	1,674.96	2,060.98	46	
Central City	3	6,562.76	1,800.00	300.00	296.99	10.49	.....	2,406.48	4,156.28	37	
Chadron	3	4,280.89	1,600.00	150.00	294.00	6.16	.....	2,050.16	2,130.73	48	
Clay Center	3	8,397.87	1,700.00	.....	294.00	2.40	.....	1,986.40	6,411.47	24	
Columbus	2	9,862.45	2,000.00	2,000.00	430.00	24.08	.....	4,454.08	5,398.77	46	
Cosad	3	4,631.60	1,500.00	.....	174.00	1.52	.....	1,676.52	2,955.08	36	
Crawford	3	3,038.43	1,200.00	86.68	194.00	8.44	.....	1,488.07	1,545.36	49	
Creighton	3	3,261.43	1,400.00	150.00	166.89	3.04	.....	1,718.98	1,542.45	52	
Crete	3	5,907.46	1,900.00	80.00	326.00	9.28	.....	2,215.28	3,692.18	37	
Curtis	3	2,256.22	1,300.00	60.00	168.00	4.40	.....	1,528.80	727.82	68	
David City	3	6,067.11	1,700.00	200.00	240.00	17.39	.....	2,157.39	3,909.72	35	
Edgar	3	2,944.06	1,300.00	60.00	157.70	2.46	.....	1,586.89	1,407.69	59	
Exeter	3	2,668.51	1,200.00	.....	157.70	2.96	.....	1,360.66	1,227.85	58	
Fairbury	2	9,361.79	2,000.00	1,500.00	400.00	65.92	.....	3,965.92	5,395.87	42	
Fairfield	3	8,104.75	1,500.00	100.00	810.00	2.32	.....	1,912.32	1,192.43	62	
Fairmont	3	3,788.29	1,500.00	60.00	163.68	3.12	.....	1,726.76	2,061.54	46	
Falls City	3	7,076.78	1,900.00	190.00	418.00	16.48	.....	2,523.48	4,553.30	36	
Franklin	3	2,478.06	1,100.00	100.00	220.68	1.28	.....	1,387.70	1,110.36	55	
Franklin	2	21,747.49	2,600.00	3,46.91	.....	297.64	4,706.91	10,966.46	10,791.03	50	In Government building.
Friend	3	8,781.74	1,500.00	.....	196.00	5.60	.....	1,708.60	2,073.14	46	
Fullerton	3	4,820.45	1,600.00	.....	334.87	6.40	.....	1,941.27	2,879.18	45	
Geneva	3	5,122.10	1,600.00	89.88	290.00	4.14	1,924.44	3,197.66	38	
Genoa	3	3,069.79	1,300.00	100.00	224.00	3.38	1,627.38	1,442.41	53	

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
NEBRASKA—continued.											
Shelton.....	3	\$3,005.89	\$1,300.00	\$156.45	\$2.24	\$1,458.69	\$1,547.20	49	Presidential, Oct. 1, 1901. In Government building.
Sidney.....	3	2,857.20	1,300.00	.....	174.00	4.72	.....	1,628.90	1,228.90	57
South Auburn.....	3	1,737.54	1,700.00	.....	123.00	.....	.....	1,873.00	1,864.04	31
South Omaha.....	3	73,557.02	3,200.00	.....	250.00	750.81	\$11,292.66	23,603.64	51,953.38	38
Stanton.....	3	3,234.88	1,400.00	50.00	220.00	3.60	.....	1,703.60	1,581.28	43
Stromsburg.....	3	4,126.84	1,500.00	40.00	273.00	2.80	.....	1,762.80	2,364.04	41
Superior.....	3	4,796.31	1,500.00	100.00	195.00	6.24	.....	1,979.24	2,817.07	45
Sutton.....	3	3,401.33	1,400.00	40.00	156.28	2.72	.....	1,637.72	1,763.61	46
Syracuse.....	3	2,697.70	1,200.00	.....	159.28	1.25	.....	1,360.56	1,337.14	50
Taborock.....	3	3,028.09	1,000.00	40.00	164.00	1.76	.....	1,166.76	862.83	46
Tecumseh.....	3	5,441.88	1,700.00	.....	354.00	6.94	.....	2,099.54	3,342.04	39
Tetaman.....	3	4,469.03	1,500.00	150.00	265.01	6.44	.....	2,020.45	2,448.58	45
Tilden.....	3	1,071.81	1,500.00	.....	61.80	1.04	.....	1,852.64	518.17	52
University Place.....	3	2,873.89	1,100.00	280.00	234.00	9.44	.....	1,633.44	1,222.45	57
Valentine.....	3	2,963.10	1,300.00	333.29	230.00	8.52	.....	1,866.81	1,096.29	53
Wahoo.....	3	5,374.26	1,700.00	300.00	304.00	3.88	.....	2,332.88	3,041.38	43
Wakarusa.....	3	2,781.80	1,200.00	.....	173.80	1.52	.....	1,330.62	1,451.18	50
Wayne.....	3	2,234.22	1,000.00	70.00	174.00	.....	.....	1,374.30	850.12	50
Wayne.....	3	3,586.54	1,700.00	.....	316.00	8.40	.....	2,084.40	1,502.14	53
Weeping Water.....	3	4,369.13	1,400.00	.....	220.86	3.20	.....	1,624.16	2,744.97	48
Westpoint.....	3	3,063.15	1,500.00	60.00	304.00	7.78	.....	1,971.76	1,397.39	55
Wilber.....	3	5,710.52	1,600.00	.....	316.00	4.88	.....	1,720.88	1,889.64	48
Winer.....	3	2,737.27	1,300.00	.....	148.04	3.04	.....	1,350.08	1,488.19	48
Wymore.....	3	4,837.41	1,600.00	50.00	272.00	28.46	.....	1,860.46	2,977.15	40
York.....	2	12,016.36	2,200.00	2,748.90	706.25	23.97	.....	5,678.12	6,338.24	47
Total.....	.....	1,231,564.47	182,000.00	137,706.98	30,218.38	9,998.93	150,155.13	510,079.40	721,485.07	41
NEVADA.											
Austin.....	3	2,409.52	1,200.00	250.00	120.00	1.52	1,571.52	838.00	65	In Government building.
Carson City.....	3	7,037.26	1,900.00	700.00	.....	19.04	.....	2,619.04	4,418.22	37
Delamar.....	3	1,735.16	1,300.00	20.00	223.00	1.44	.....	1,544.44	250.72	36
Elko.....	3	8,927.91	1,500.00	300.00	194.00	.....	.....	1,994.00	1,883.91	51
Eureka.....	3	2,739.57	1,200.00	500.00	120.00	1.36	.....	1,821.30	918.21	61
Lovelocks.....	3	2,578.81	1,200.00	40.00	137.55	1.04	.....	1,378.59	1,200.22	53
Reno.....	2	14,751.08	2,800.00	2,188.89	400.00	191.13	1,740.94	6,829.96	7,921.07	46	
Virginia City.....	3	4,979.42	1,600.00	.....	360.00	8.24	.....	1,968.24	3,011.18	41
Wadsworth.....	3	3,966.71	1,400.00	70.00	150.00	6.48	.....	1,628.48	2,338.23	41
Winemucca.....	3	8,812.82	1,400.00	200.00	196.00	6.72	.....	1,802.72	2,010.10	47
Total.....	.....	47,998.21	15,000.00	4,268.89	1,900.55	230.97	1,740.94	23,150.85	24,847.36	48

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
Jersey City	1	\$279,728.84	\$3,700.00	\$49,441.85	.....	\$3,308.22	\$109,964.22	\$166,414.29	\$113,314.55	59	In Government building.
Keyport	3	5,467.36	1,700.00	.....	\$300.00	52.56	.....	2,082.56	3,414.80	38	
Lakewood	2	19,077.38	2,500.00	2,791.21	800.00	579.29	.....	6,470.50	12,607.88	34	
Lambertville	3	7,073.43	1,000.00	83.37	860.00	36.08	.....	2,279.45	4,797.98	32	
Little Silver	3	1,945.10	1,000.00	84.00	145.00	14.88	.....	1,243.88	701.22	64	
Longbranch	2	22,612.14	2,600.00	3,940.12	1,600.00	419.22	8,922.79	10,982.13	11,630.01	49	
Madison	3	27,978.04	2,500.00	2,900.00	620.00	480.66	8,328.91	10,824.57	18,154.87	35	
Manassan	3	3,126.47	1,400.00	2,000.00	164.00	20.88	.....	1,564.88	1,541.59	51	
Mauiwan	3	6,532.94	1,700.00	1,200.00	220.85	25.36	.....	1,946.21	3,586.73	35	
Mays Landing	3	1,371.80	1,200.00	50.00	120.00	12.40	.....	1,882.40	1,408.07	50	
Medford	3	1,444.97	500.00	2,000.00	62.08	2.88	2,886.33	564.91	806.89	41	Presidential, Jan. 1, 1902.
Merchantville	3	14,444.97	2,400.00	.....	490.00	283.06	.....	8,649.39	5,795.58	60	
Metuchen	3	3,961.68	1,600.00	.....	218.75	27.68	.....	1,846.48	2,115.20	47	
Millburn	3	3,216.42	1,300.00	.....	152.15	19.92	.....	1,472.07	1,744.35	46	
Millington	3	2,694.33	1,100.00	.....	61.76	3.26	.....	1,165.04	1,529.29	43	
Millville	2	12,084.60	2,300.00	2,200.00	650.00	61.36	4,494.62	9,705.98	2,928.62	81	
Monclair	3	46,276.04	3,000.00	4,200.00	1,200.00	657.16	9,473.49	18,530.65	27,746.39	40	
Moorestown	2	17,351.84	2,500.00	2,400.00	525.00	449.98	2,638.84	8,513.30	8,886.54	49	
Morris Plains	3	2,968.98	1,400.00	.....	142.00	12.08	.....	1,564.08	1,414.90	52	
Morristown	2	42,371.55	2,900.00	4,715.20	1,451.00	844.24	7,980.81	17,891.25	24,480.30	42	
Mount Holly	2	15,263.70	2,300.00	.....	650.00	508.05	1,885.06	8,048.11	7,220.59	53	
Newark	1	525,896.43	4,000.00	81,897.47	850.00	5,966.11	165,068.61	267,837.19	267,556.24	49	In Government building.
New Brunswick	1	64,690.23	3,100.00	6,497.83	900.00	6,731.36	1,366.41	19,873.89	36,816.34	58	
Newton	2	11,586.27	2,200.00	2,500.00	650.00	68.82	1,366.41	6,774.73	4,821.54	34	
Norfolk	3	6,361.38	1,600.00	.....	206.60	48.56	.....	1,855.06	3,506.32	58	
Ocean City	3	11,508.25	1,700.00	350.00	400.00	102.08	.....	2,592.08	8,906.17	22	
Ocean Grove	2	13,113.96	2,400.00	2,268.18	700.00	421.08	2,389.43	8,186.69	4,922.26	61	
Orange	2	56,634.10	3,000.00	7,842.98	1,666.11	774.86	15,876.88	29,198.78	26,346.32	53	
Palmyra	3	6,423.40	1,800.00	.....	282.00	26.24	.....	2,068.24	4,355.16	32	
Partridge	3	1,073.62	500.00	.....	41.50	8.20	.....	544.70	588.92	51	Presidential, Jan. 1, 1902.
Passaic	3	89,394.69	2,900.00	6,852.22	1,275.00	610.08	12,837.26	24,574.51	14,820.18	62	
Patterson	2	96,628.72	3,300.00	18,463.85	1,043.35	1,043.35	40,569.19	63,406.89	83,222.33	66	
Pennsgrove	3	1,961.17	900.00	.....	59.08	6.24	.....	966.32	1,015.85	49	
Perth Amboy	3	20,899.30	2,500.00	2,300.00	840.00	146.64	5,408.56	11,190.20	9,706.10	54	
Phillipsburg	2	9,746.15	2,200.00	1,732.93	500.00	144.87	3,996.05	8,572.85	8,572.85	88	
Plainfield	2	40,869.24	2,900.00	4,721.74	1,500.00	804.96	12,946.58	22,878.27	17,996.97	56	
Point Pleasant	3	3,428.69	1,400.00	400.00	187.45	44.64	.....	2,012.09	1,414.50	59	
Port Oram	3	2,694.97	1,100.00	.....	164.10	6.56	.....	1,270.66	1,424.31	47	
Princeton	2	20,286.19	2,500.00	2,765.22	1,138.97	306.59	4,601.26	11,166.81	9,066.38	55	
Rahway	2	21,716.07	2,600.00	2,765.22	700.00	471.81	8,767.10	10,803.63	11,411.44	57	
Raritan	3	2,353.39	1,100.00	2,300.00	196.00	11.04	.....	1,507.04	846.35	64	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
Jersey City.....	1	\$279,728.84	1,700.00	\$49,441.85	\$300.00	\$3,308.22	\$109,964.22	\$168,414.29	\$113,814.55	59	In Government building.
Keyport.....	3	1,467.58	1,700.00	.....	62.50	62.50	.....	2,032.58	3,114.80	38	
Lakewood.....	3	17,075.43	2,500.00	2,791.21	800.00	579.29	.....	6,470.50	12,607.98	34	
Little Silver.....	3	1,907.38	1,800.00	83.37	360.00	38.08	.....	2,279.45	4,707.83	32	
Long branch.....	3	1,945.10	1,000.00	.....	145.00	14.88	.....	1,243.88	4,701.22	64	
Madison.....	2	22,612.14	2,500.00	8,940.12	1,000.00	419.22	8,922.79	10,982.13	11,630.01	35	
Manasquan.....	2	27,978.94	2,500.00	2,900.00	620.00	480.68	8,823.91	9,824.57	18,154.37	49	
Manauken.....	3	3,136.47	1,400.00	.....	20.00	20.00	.....	1,564.23	1,541.59	51	
Mayfield.....	3	2,785.94	1,700.00	1,200.00	220.85	25.38	.....	1,982.40	3,598.73	35	
Mayland.....	3	1,371.90	500.00	50.00	120.00	12.40	.....	1,564.91	1,403.07	41	Presidential, Jan. 1, 1902.
Merchantville.....	3	14,444.97	2,400.00	2,600.00	480.00	233.08	2,586.38	8,649.39	5,795.58	60	
Metuchen.....	3	8,961.68	1,600.00	.....	218.75	27.68	.....	1,846.43	2,115.26	47	
Millburn.....	3	8,216.42	1,800.00	.....	152.15	19.92	.....	1,472.07	1,744.35	46	
Millington.....	3	2,694.33	1,100.00	.....	61.76	3.28	.....	1,165.04	1,529.29	43	
Montclair.....	2	12,034.60	2,300.00	2,200.00	650.00	61.36	4,494.62	9,705.98	2,828.62	81	
Montross.....	1	46,276.04	3,000.00	4,200.00	1,200.00	657.16	9,473.49	18,530.65	27,745.39	40	
Moorstown.....	2	17,351.84	2,500.00	2,400.00	525.00	449.96	2,638.84	8,513.30	8,838.54	49	
Morris Plains.....	3	2,873.98	1,400.00	.....	142.00	12.06	.....	1,554.08	1,414.90	52	
Morristown.....	2	42,871.58	2,900.00	4,715.20	1,451.00	844.24	7,980.81	17,891.25	24,480.30	42	
Mount Holly.....	2	15,243.70	2,300.00	2,700.00	650.00	508.05	1,885.05	8,043.11	7,220.59	53	
Newark.....	1	525,396.43	4,000.00	81,837.47	850.00	5,956.11	165,083.61	267,887.19	267,550.24	49	In Government building.
New Brunswick.....	1	54,690.23	3,100.00	6,497.88	900.00	8,731.36	19,878.99	36,518.34	36,518.34	35	
Newton.....	2	11,596.27	2,200.00	2,500.00	650.00	58.32	1,866.41	6,774.73	4,821.54	34	
Nutley.....	3	5,381.38	1,600.00	.....	208.50	43.56	.....	1,855.06	3,526.32	34	
Ocean City.....	3	11,508.25	1,700.00	350.00	400.00	102.08	.....	2,552.06	8,954.17	61	
Ocean Grove.....	2	13,118.95	2,400.00	2,296.18	700.00	421.86	2,879.43	8,186.69	4,862.26	33	
Orange.....	3	56,584.10	3,000.00	7,842.88	1,695.11	774.86	15,875.89	23,188.78	26,346.32	61	
Palmyra.....	3	6,423.40	1,800.00	.....	282.00	26.24	.....	2,086.20	4,336.16	32	
Parkridge.....	3	1,078.52	500.00	.....	41.50	8.20	.....	544.70	4,368.32	51	Presidential, Jan. 1, 1902.
Passaic.....	2	39,384.69	2,900.00	6,852.22	1,275.00	610.08	12,837.26	24,574.51	14,820.18	62	
Paterson.....	2	96,628.72	3,300.00	18,438.35	1,043.35	40,599.19	40,599.19	63,406.89	33,222.83	66	
Pennegrove.....	1	1,981.17	900.00	.....	58.08	6.24	.....	965.32	1,016.95	62	
Perth Amboy.....	3	20,899.30	2,500.00	2,800.00	840.00	146.64	5,403.56	11,190.20	9,709.10	54	
Phillipsburg.....	2	9,746.15	2,200.00	1,782.98	500.00	144.87	8,598.05	8,572.85	1,173.80	88	
Plainfield.....	2	40,869.24	2,900.00	4,721.74	1,500.00	804.96	12,946.58	22,878.27	17,996.97	56	
Point Pleasant.....	3	8,426.59	1,400.00	400.00	167.45	44.64	.....	2,012.09	1,414.51	59	
Port Ormon.....	3	2,694.97	1,100.00	.....	164.10	6.56	.....	1,270.66	1,424.31	47	
Princeton.....	2	20,236.19	2,500.00	2,760.00	1,138.97	305.59	4,801.25	11,136.81	9,069.38	55	
Rahway.....	2	21,715.07	2,000.00	2,665.22	700.00	471.81	8,767.10	10,808.63	11,411.44	47	
Raritan.....	3	2,363.39	1,100.00	2,200.00	194.00	11.04	.....	1,507.04	1,846.35	64	

Redbank.	13,883.58	2,400.00	2,650.01	700.00	200.05	3,490.44	9,440.51	4,448.07	68
Ridgewood.	10,521.45	1,000.00	1,416.85	554.50	285.00	.....	1,256.70	4,598.75	89
Riverside.	9,521.85	1,000.00	.....	130.85	17.52	.....	2,048.07	2,598.28	91
Riverton.	5,835.40	1,800.00	90.00	214.00	80.22	.....	2,048.07	4,722.60	93
Rockaway.	2,910.22	1,200.00	180.00	324.00	16.20	.....	1,570.20	3,031.00	94
Roselle.	2,910.56	1,800.00	.....	324.00	41.14	.....	2,127.44	3,031.00	95
Rutherford.	40,510.53	2,800.00	4,060.68	680.00	202.71	7,065.17	14,759.59	20,151.84	96
Salem.	9,707.67	2,600.00	2,116.30	655.75	51.52	.....	1,608.83	4,404.84	98
Salem.	9,831.15	1,900.00	.....	283.59	24.24	.....	1,608.83	2,221.84	99
Shuttsville.	4,770.54	1,400.00	.....	146.00	.....	.....	1,546.00	3,221.84	100
Smithville.	13,940.50	2,400.00	2,800.00	1,000.00	442.88	2,624.88	9,287.26	9,673.24	101
South Canby.	4,609.41	1,600.00	70.00	354.00	38.15	.....	2,082.15	2,541.25	102
South Orange.	13,965.87	2,400.00	2,100.00	525.00	441.65	3,755.64	9,282.80	1,101.07	103
South Plain.	1,483.87	1,200.00	.....	170.00	12.90	.....	1,382.80	4,893.28	104
Springfield.	6,593.72	1,500.00	200.00	304.80	6.98	.....	2,064.01	4,463.71	105
Sturges.	22,927.62	2,500.00	2,900.00	600.00	509.82	3,887.19	10,117.02	12,780.60	106
Swan Lake Beach.	4,281.08	1,600.00	200.00	304.00	9.84	.....	2,113.84	2,187.19	107
Summit.	6,971.85	1,500.00	.....	134.00	11.44	.....	1,645.44	4,825.91	108
Swedesboro.	4,977.05	1,400.00	.....	180.00	36.00	.....	1,616.00	3,381.05	109
Tenafly.	3,761.22	1,500.00	.....	122.00	22.48	.....	1,616.00	2,116.74	110
Trenton.	128,574.33	3,400.00	18,467.11	1,000	1,314.87	30,028.75	58,211.74	75,382.59	111
Tuckerton.	1,064.28	1,500.00	80.00	45.50	6.00	.....	634.50	419.78	112
Upper Montclair.	3,813.24	1,400.00	.....	168.00	52.00	.....	1,600.00	2,198.24	113
Vineland.	24,370.67	2,400.00	2,250.19	600.00	78.58	4,635.52	9,962.29	2,408.31	114
Washington.	19,202.67	2,700.00	2,500.00	700.00	478.63	1,749.82	9,128.25	15,079.42	115
Weehawken.	21,066.57	2,600.00	2,275.00	500.00	827.80	3,548.11	9,250.91	11,545.96	116
Westfield.	14,921.30	2,400.00	2,748.90	570.00	211.44	2,268.99	8,189.33	6,731.97	117
West Hoboken.	21,375.50	2,500.00	2,406.52	800.00	216.81	5,180.74	10,904.07	10,471.43	118
Westmont.	1,071.70	1,500.00	10.00	80.00	2.56	.....	592.56	479.14	119
Westwoodbridge.	9,885.92	2,100.00	1,000.00	249.07	96.68	.....	3,445.75	6,440.17	120
Woodbury.	11,897.44	2,200.00	2,600.00	525.00	66.96	.....	5,391.96	6,485.45	121
Woodstown.	5,700.45	1,600.00	100.00	181.00	14.82	.....	1,865.32	3,305.13	122
Total.	2,801,922.26	240,850.00	378,871.22	52,822.33	37,811.85	691,473.14	1,401,828.54	1,400,068.72	50
NEW HAMPSHIRE.									
Andrim.	3,208.27	1,300.00	.....	205.25	4.72	.....	1,508.97	1,668.30	47
Ashland.	3,648.70	1,500.00	50.00	140.75	9.92	.....	1,709.67	1,934.03	48
Berlin.	9,248.83	2,000.00	1,732.60	607.50	44.73	.....	4,384.88	4,945.00	49
Bristol.	3,622.33	1,400.00	3,850.00	210.29	7.92	.....	1,968.21	1,554.12	50
Charlestown.	1,622.56	825.00	37.60	114.00	4.80	.....	981.80	641.26	51
Claremont.	11,548.69	2,900.00	2,282.61	600.00	55.12	1,280.09	6,467.82	5,075.87	52
Colebrook.	3,096.67	1,300.00	150.00	196.00	8.64	.....	1,654.64	1,442.03	53
Concord.	60,990.96	8,100.00	15,635.88	1,047.24	8.64	16,986.55	36,669.67	24,080.29	54
Dover.	20,534.57	2,500.00	3,100.00	1,461.35	6,171.52	6,171.52	13,326.69	7,207.88	55
East Jaflrey.	2,842.57	1,000.00	8,100.00	1,078.82	1,461.35	.....	1,277.16	1,265.41	56
Enfield.	3,564.93	1,500.00	20.00	45.00	6.16	.....	1,061.16	288.57	57
Enfield.	2,196.88	1,000.00	.....	196.00	1.36	.....	1,803.20	1,367.86	58
Exeter.	10,302.65	2,200.00	2,900.00	759.00	218.98	2,987.81	8,345.29	1,897.86	59
Farmington.	3,715.52	1,500.00	60.00	254.00	26.50	.....	1,840.50	1,875.02	60

Do.

Presidential, Oct. 1, 1901.

In Government building.

Presidential, Apr. 1, 1902.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
NEW HAMPSHIRE—CON.											
Franklin	3	\$3,118.13	\$1,300.00	.....	\$138.00	\$11.68	.....	\$1,509.68	\$1,608.50	48	
Franklin Falls	3	5,380.22	1,900.00	.....	300.00	25.92	.....	2,725.32	5,664.70	33	
Gorham	3	2,570.77	1,300.00	40.00	136.00	6.76	.....	1,541.76	1,323.01	54	
Grovelton	3	4,358.29	1,100.00	.....	185.00	6.80	.....	1,291.40	1,146.49	38	
Hannover	3	5,443.38	2,000.00	.....	310.00	46.07	.....	2,356.07	4,587.91	45	
Hamlin	3	1,821.80	1,000.00	.....	320.00	6.86	.....	1,323.36	2,186.79	59	
Hillsboro Bridge	3	4,565.03	1,500.00	.....	243.00	12.00	.....	1,364.38	2,173.45	47	
Kennebec	3	3,652.71	2,000.00	.....	300.00	11.05	.....	1,361.60	1,890.61	43	
Lewiston	2	24,556.71	2,500.00	4,068.76	1,400.00	282.57	\$4,553.39	12,921.72	11,863.99	53	
Lakewood	3	10,619.32	2,500.00	2,948.80	300.00	319.36	3,182.08	1,873.12	1,983.20	38	
Lebanon	3	5,544.54	1,900.00	.....	440.00	22.34	.....	1,873.36	4,671.26	49	
Lebanon	2	10,556.06	2,000.00	1,400.00	249.00	34.55	.....	2,562.24	4,993.82	34	
Littleton	3	8,153.46	1,500.00	150.00	187.20	8.56	.....	5,763.60	2,377.36	44	
Manchester	2	75,239.95	3,200.00	18,846.30	600.00	30.89	28,060.76	4,130.89	4,518.90	48	In Government building.
Meredith	3	8,221.86	1,300.00	100.00	131.00	14.24	.....	52,231.54	28,098.36	69	
Milford	3	8,525.35	1,800.00	20.00	480.00	27.92	.....	1,545.24	1,266.62	55	
Nashua	2	35,006.98	2,800.00	5,500.00	577.04	67.04	10,526.24	2,407.92	6,117.43	28	
Newmarket	3	6,040.57	1,300.00	40.00	249.60	9.60	.....	1,599.26	1,441.87	38	
Newport	3	6,309.50	1,700.00	400.00	305.00	20.82	.....	2,426.32	3,883.18	38	
Peterboro	3	6,490.88	1,700.00	40.00	231.00	16.72	.....	1,987.72	3,503.16	31	
Pittsfield	3	4,305.93	1,500.00	100.00	160.00	12.72	.....	1,762.72	2,543.21	41	
Plymouth	3	6,883.49	1,700.00	47.48	385.00	28.96	.....	2,131.44	4,752.05	31	
Portsmouth	2	31,106.65	2,800.00	4,400.00	865.00	283.86	7,082.54	14,615.90	16,490.75	47	Do.
Rochester	2	10,694.04	2,200.00	2,857.64	800.00	174.00	.....	6,061.64	4,632.40	57	
Somerset	2	10,574.10	2,000.00	1,800.00	400.45	41.61	.....	4,342.06	6,232.04	41	
Suncook	3	8,218.42	1,300.00	100.00	223.00	11.12	.....	1,634.12	1,184.80	58	
Tilton	3	8,276.15	1,900.00	170.00	268.00	28.56	.....	2,354.56	5,920.62	28	
Troy	3	1,493.63	750.00	.....	87.00	4.64	.....	885.64	657.99	56	Presidential, Oct. 1, 1901.
Waipole	3	1,676.77	825.00	.....	61.51	5.12	.....	897.63	778.14	54	Do.
West Derry	3	4,675.85	1,600.00	140.00	209.97	21.92	.....	1,971.89	2,703.96	42	
West Lebanon	3	4,223.70	1,500.00	.....	220.00	8.56	.....	1,728.56	2,495.14	41	
Whitefield	3	4,441.19	1,500.00	.....	300.00	13.04	.....	1,813.04	2,628.15	41	
Whitton	3	8,892.08	1,500.00	60.00	200.00	12.88	.....	1,772.88	1,919.20	48	
Winchester	3	7,796.46	1,300.00	.....	225.00	6.40	.....	1,581.40	1,284.06	56	
Wolfboro	3	8,213.72	1,400.00	200.00	221.00	14.24	.....	1,835.24	1,378.48	57	
Woodville	3	4,851.81	1,500.00	60.00	246.00	20.85	.....	1,828.84	3,022.43	38	
Total	.....	483,129.77	86,850.00	73,043.65	17,290.99	6,323.65	81,540.95	264,079.24	219,050.53	55	

NEW MEXICO.

Alamogordo.....	3	5,458.89	1,400.00	200.00	148.92	9.44	5,062.91	1,758.36	3,700.53	32
Albuquerque.....	2	22,726.06	2,600.00	4,465.40	1,200.00	278.23	5,062.91	13,606.54	9,119.52	60
Albion.....	3	8,856.86	1,500.00	.....	150.00	4.96	.....	1,754.96	2,101.90	46
Clayton.....	3	2,724.02	1,100.00	.....	152.09	5.20	.....	1,407.29	1,316.78	52
Deming.....	3	8,782.54	1,800.00	50.00	218.00	6.64	.....	1,674.64	2,207.90	42
East Las Vegas.....	2	9,301.42	2,200.00	1,640.98	750.00	160.63	1,944.51	6,686.12	2,606.30	72
Gallup.....	3	5,508.12	1,400.00	110.00	228.00	1.20	.....	1,789.20	1,763.92	50
Las Cruces.....	3	8,086.65	1,400.00	.....	173.00	4.56	.....	1,678.16	1,458.49	52
Las Vegas.....	3	4,204.42	1,600.00	820.00	200.00	7.92	.....	2,127.92	2,076.50	51
Raton.....	3	6,916.66	1,800.00	200.00	200.00	14.64	.....	2,314.64	4,602.02	33
Roswell.....	3	8,369.94	1,900.00	50.00	204.50	14.72	.....	2,169.22	6,200.72	26
Santa Fe.....	3	11,416.46	2,200.00	2,100.00	726.00	35.09	.....	6,061.09	6,356.37	44
Silver City.....	3	6,101.48	1,800.00	280.00	294.00	9.68	.....	2,383.68	3,737.80	39
Socorro.....	3	2,265.65	1,100.00	.....	152.00	3.44	.....	1,255.44	1,030.21	55
Total.....		98,684.17	23,300.00	9,646.38	4,897.11	556.35	7,007.42	45,407.26	48,276.91	48

NEW YORK.

Adams.....	2	23,318.14	2,900.00	3,200.00	600.00	64.73	.....	6,664.73	16,663.41	29
Addison.....	3	4,465.08	1,600.00	800.00	828.00	90.60	.....	2,318.60	2,166.48	52
Afton.....	3	1,283.04	1,600.00	.....	54.98	1.12	.....	1,656.10	2,636.94	51
Akron.....	3	4,130.98	1,400.00	.....	184.50	7.36	.....	1,591.86	2,539.12	38
Albany.....	1	296,737.16	3,700.00	46,826.76	600.00	2,897.88	58,960.40	112,413.54	184,823.62	88
Alexandria Bay.....	2	11,282.50	2,200.00	1,948.90	300.00	29.76	.....	4,787.70	6,494.80	42
Alfred.....	3	5,081.92	1,600.00	1,225.00	189.47	12.88	.....	1,796.43	2,698.58	40
Allegheny.....	3	4,494.96	1,600.00	.....	250.00	6.96	.....	1,762.88	1,848.16	49
Amenia.....	3	3,611.03	1,500.00	900.00	147.99	7.52	.....	1,756.51	1,277.54	58
Amityville.....	3	3,083.06	1,300.00	.....	147.99	47.86	.....	1,807.36	2,345.16	44
Amsterdam.....	2	38,474.09	2,700.00	4,981.50	1,440.47	362.89	7,852.56	17,337.41	16,136.68	52
Andover.....	3	4,162.51	1,300.00	120.00	182.00	6.60	.....	1,607.60	1,546.69	51
Angela.....	3	3,154.29	1,300.00	400.00	185.60	12.06	.....	1,797.65	1,933.57	56
Anglo.....	3	2,731.22	1,200.00	80.00	234.00	4.64	.....	1,518.64	1,220.93	56
Antwerp.....	3	2,739.57	1,200.00	200.00	138.15	5.82	.....	1,544.07	1,086.69	50
Aracoe.....	3	2,639.66	1,200.00	15.00	198.50	15.60	.....	1,489.10	1,499.05	50
Athens.....	3	2,988.15	1,300.00	30.00	294.20	18.22	.....	2,312.42	2,863.51	49
Attica.....	3	4,631.83	1,700.00	300.00	294.20	650.17	15,707.60	29,916.18	31,306.14	49
Auburn.....	1	61,228.52	3,100.00	10,458.41	136.76	8.60	.....	1,499.86	1,924.22	44
Avoca.....	3	3,323.86	1,300.00	40.00	232.00	12.00	.....	2,164.00	8,380.81	20
Avon.....	3	10,749.81	1,700.00	200.00	262.00	13.67	.....	2,637.24	6,687.81	29
Babylon.....	2	3,324.85	1,600.00	1,075.00	425.57	6.64	.....	2,416.64	1,933.23	56
Bainbridge.....	3	8,584.87	1,600.00	300.00	410.00	29.60	.....	2,529.60	6,079.22	41
Baldwinsville.....	3	3,538.82	1,300.00	300.00	300.00	29.60	.....	1,551.10	6,079.22	46
B. Leon Spa.....	2	21,636.17	2,100.00	1,300.00	493.10	5,165.16	.....	13,292.10	5,322.10	41
Batavia.....	2	14,554.47	2,400.00	3,700.00	1,000.00	361.64	2,661.71	9,353.38	6,272.84	54
Bath.....	2	9,037.37	2,400.00	8,366.22	1,550.00	37.36	.....	2,353.36	6,743.99	54
Bellows Falls.....	3	1,509.30	1,300.00	30.00	84.53	1.38	.....	1,826.88	1,678.86	53
Bellmont.....	3	8,605.71	1,500.00	70.00	948.00	8.38	.....	1,826.88	1,678.86	53
Binghamton.....	1	129,439.33	3,400.00	18,847.09	948.00	1,294.51	23,428.94	46,970.54	82,468.84	36

Presidential, Jan. 1, 1902.

In Government building.

Do.

Presidential, Oct. 1, 1901.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Fultonville.....	3	\$3,203.01	\$1,400.00	\$60.00	\$208.00	\$7.76	.....	\$1,675.76	\$1,527.25	52	
Garden City.....	3	3,760.99	1,400.00	.....	211.00	62.08	.....	2,087.51	2,087.51	44	
Geneva.....	2	8,070.48	2,800.00	1,000.00	483.15	85.43	.....	4,318.58	4,551.90	44	
Glens Falls.....	2	82,672.02	2,800.00	4,825.00	930.00	573.23	\$6,008.98	15,137.21	17,534.81	46	
Glens Falls.....	3	6,966.76	1,800.00	.....	238.00	131.96	.....	2,169.96	4,426.80	33	
Gloversville.....	2	26,883.19	2,700.00	3,906.79	1,400.00	433.22	5,259.73	13,699.74	13,183.43	51	
Goshen.....	2	31,638.19	2,800.00	4,845.90	1,400.00	542.40	7,821.20	17,012.50	14,025.69	56	
Gouverneur.....	2	12,616.81	2,800.00	2,848.90	600.00	61.86	.....	6,661.36	6,465.45	45	
Gowanda.....	2	10,378.85	2,200.00	2,348.90	600.00	28.96	.....	6,174.56	6,403.99	49	
Granville.....	2	8,943.56	2,000.00	1,800.00	347.50	248.00	.....	4,403.50	6,438.06	50	
Greenville.....	3	6,721.07	1,700.00	200.00	320.00	13.68	.....	2,233.68	3,487.39	39	
Greene.....	3	2,860.39	1,300.00	.....	164.00	32.06	.....	2,396.06	3,464.31	42	
Greenport.....	3	2,252.39	1,600.00	285.00	331.00	8.00	.....	2,394.00	2,768.39	42	
Greenwich.....	3	7,090.40	1,800.00	130.00	490.00	31.64	.....	2,393.84	4,796.56	34	
Hamden.....	3	6,997.00	1,700.00	240.00	293.00	28.92	.....	2,263.02	3,433.98	39	
Hamilton.....	3	8,172.39	1,500.00	.....	238.77	16.68	.....	1,894.72	3,313.25	36	
Hanover.....	3	7,470.07	1,800.00	120.00	338.00	28.36	.....	2,253.36	5,117.71	31	
Hannondsport.....	3	4,634.80	1,600.00	249.86	264.00	28.60	.....	2,063.56	2,571.24	41	
Hanover.....	3	6,000.78	1,500.00	250.00	150.00	8.48	.....	1,908.48	4,292.09	31	
Hastings upon Hudson.....	3	3,010.76	1,100.00	.....	106.55	28.36	.....	1,235.91	1,770.87	41	
Haverstraw.....	3	6,240.76	2,800.00	60.00	353.00	122.68	.....	2,240.68	4,000.08	36	
Hicksville.....	2	11,757.22	2,900.00	1,288.74	457.64	93.68	164.73	4,254.79	7,502.43	36	
Hicksville.....	2	12,092.64	2,200.00	2,348.90	700.00	256.26	3,264.17	6,769.33	4,163.61	58	
Hicksville.....	2	1,012.44	500.00	25.00	60.00	5.04	.....	6,590.04	422.40	63	
Highland Falls.....	3	502.82	1,200.00	100.00	110.00	14.32	.....	1,424.32	1,078.08	57	
Holland.....	3	3,091.46	1,300.00	160.00	280.00	40.80	.....	1,770.80	1,725.92	51	
Homer.....	3	8,001.46	1,000.00	.....	124.65	4.24	.....	1,128.80	1,872.59	38	
Homer.....	3	4,290.75	1,500.00	896.66	254.00	10.88	.....	2,163.54	2,138.22	50	
Hornellville.....	3	5,853.83	1,200.00	200.00	360.00	90.60	.....	1,390.56	1,596.84	47	
Hornellville.....	3	2,984.90	1,200.00	.....	184.08	6.48	.....	2,860.60	8,503.23	40	
Hornellville.....	2	11,737.98	2,100.00	2,699.08	500.00	207.61	2,693.83	8,194.52	8,542.86	69	
Hornellville.....	2	20,580.99	2,600.00	3,783.98	1,199.73	281.44	6,066.16	13,957.26	6,573.73	63	
Horseheads.....	2	4,162.83	1,500.00	60.00	283.77	11.60	.....	1,886.37	2,277.46	45	
Hudson.....	2	20,170.53	2,500.00	4,100.00	1,080.00	512.76	4,479.02	12,671.73	7,507.75	46	
Huntington.....	2	10,020.88	2,000.00	1,500.00	298.27	25.92	.....	3,794.19	6,228.69	38	
Ilion.....	2	20,761.86	2,400.00	2,448.90	800.00	306.65	8,708.99	9,664.44	11,087.42	47	
Irrington.....	2	27,923.05	2,400.00	3,477.47	700.00	107.08	.....	6,884.65	21,038.20	26	
Ithaca.....	3	64,174.25	1,400.00	6,997.04	246.00	407.84	.....	1,694.09	1,851.09	48	
Jamaica.....	1	8,181.97	2,400.00	8,700.00	2,066.40	741.24	10,901.62	23,677.68	34,496.57	41	
Jamaica.....	1	14,486.16	1,744.19	.....	1,744.19	412.24	14,486.16	28,406.62	21,085.85	57	

Presidential, Jan. 1, 1902.

24	Coburn	2,700.00	3,770.64	1,100.00	286.39	9,196.65	17,083.68	7,862.44	70
25	Cochran	1,600.00	.....	271.25	181.36	.....	1,907.01	3,963.40	32
26	Colquhoun	2,000.00	.....	590.00	118.36	.....	2,082.86	4,028.72	34
27	Condit	2,000.00	1,632.61	590.00	27.48	.....	4,208.58	4,208.58	49
28	Condit	2,000.00	.....	960.75	387.88	6,226.78	946.25	7,574.34	62
29	Condit	2,000.00	4,597.80	960.75	387.88	.....	14,706.17	7,574.34	66
30	Condit	2,000.00	.....	122.77	38.88	.....	2,276.46	2,276.46	57
31	Condit	1,500.00	.....	136.00	40.96	.....	1,679.96	2,078.06	45
32	Condit	1,200.00	.....	182.51	114.92	.....	1,497.48	2,489.26	38
33	Condit	2,000.00	3,896.00	1,000.00	316.78	6,394.82	14,207.47	11,820.15	56
34	Coxsack	1,500.00	387.87	269.52	21.68	.....	2,118.57	2,146.15	50
35	Croton on Hudson	1,200.00	.....	151.82	15.96	.....	1,368.81	1,368.81	46
36	Cuba	1,800.00	240.00	388.45	13.84	.....	2,445.29	2,442.63	37
37	Danville	2,500.00	8,892.18	558.82	405.96	2,626.18	8,443.08	7,172.12	52
38	Danville	1,800.00	300.00	383.00	17.12	.....	8,056.12	8,068.79	50
39	Deerp	1,800.00	.....	321.50	14.64	.....	1,636.14	1,803.81	48
40	Deposit	1,700.00	500.00	396.00	14.72	.....	2,610.72	2,477.85	51
41	Deruyter	2,000.00	150.00	337.15	2.96	.....	1,490.11	1,071.54	53
42	Dobbs Ferry	2,000.00	1,400.00	182.00	97.68	.....	3,829.68	4,864.37	44
43	Doleville	1,500.00	.....	256.00	6.40	.....	1,762.40	2,382.10	43
44	Dundee	1,500.00	130.00	262.00	7.84	5,661.29	1,899.84	2,167.06	47
45	Dunkirk	2,400.00	3,496.67	1,272.80	815.94	.....	13,036.70	5,872.06	69
46	Earville	1,200.00	46.00	136.00	4.40	.....	3,442.40	1,460.01	59
47	East Aurora	2,000.00	1,000.00	202.70	43.11	.....	3,245.81	9,056.11	26
48	East Hampton	1,600.00	.....	274.00	24.64	.....	1,798.64	3,501.72	34
49	East Syracuse	1,500.00	135.00	10.06	10.06	.....	1,445.08	1,523.66	49
50	Ellenville	1,200.00	100.00	24.64	24.64	.....	2,684.64	4,940.12	35
51	Ellipticville	1,400.00	300.00	460.00	6.60	.....	1,565.60	1,322.92	54
52	Elmhurst	1,300.00	.....	160.00	42.24	.....	1,652.24	1,083.61	60
53	Elmira	8,200.00	14,620.60	810.00	1,614.87	21,882.94	44,518.41	42,165.16	51
54	Fairport	1,800.00	196.82	850.00	20.16	.....	2,389.96	4,047.45	37
55	Falconer	1,500.00	.....	184.00	4.96	.....	1,668.96	2,020.96	45
56	Farmer	1,200.00	.....	118.00	2.64	.....	1,320.64	1,354.42	49
57	Far Rockaway	2,200.00	2,301.45	586.64	213.44	1,869.80	7,160.73	5,499.18	57
58	Fayetteville	1,400.00	50.00	212.15	12.57	.....	1,674.72	1,619.65	61
59	Fayetteville	1,500.00	.....	42.50	8.88	.....	1,568.88	510.31	54
60	Filmore	1,900.00	260.00	380.00	52.56	.....	2,562.56	6,657.86	36
61	Flaikkil on the Hudson	1,800.00	5,300.00	560.00	21.52	.....	8,871.52	20,783.94	81
62	Floral Park	2,605.46	3,266.58	642.76	567.28	7,700.59	14,657.11	6,860.97	71
63	Florence	2,500.00	700.00	219.00	16.20	.....	2,634.20	1,720.80	60
64	Fonda	1,800.00	.....	148.75	8.44	.....	1,247.19	1,064.11	53
65	Forestville	1,700.00	490.00	256.00	31.28	2,624.88	2,477.28	8,290.41	43
66	Fort Edward	2,000.00	2,348.00	500.00	488.97	.....	8,112.25	1,559.86	84
67	Fort Plain	1,700.00	100.00	352.25	12.96	.....	2,165.21	4,069.62	35
68	Frankfort	1,200.00	90.00	180.00	7.04	.....	1,372.82	3,812.04	68
69	Franklin	1,600.00	.....	166.79	2.82	.....	1,776.83	8,314.04	86
70	Franklinville	2,500.00	4,675.00	900.00	889.29	3,879.55	12,948.84	8,367.60	79
71	Frederia	1,700.00	.....	262.00	47.68	.....	1,999.68	7,397.61	71
72	Freeport	2,800.00	490.00	300.00	8.96	.....	2,888.96	2,541.88	48
73	Friendship	2,800.00	3,200.00	500.00	77.40	4,288.94	10,366.94	8,490.81	75

Do.

Presidential, Apr. 1, 1902.

Presidential, Jan. 1, 1902.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Fultonville.....	3	\$3,203.01	\$1,400.00	\$60.00	\$238.00	\$7.76		\$1,675.76	\$1,527.25	52	
Garden City.....	3	3,760.59	1,400.00		211.00	32.04		1,673.04	2,087.55	44	
Geneseo.....	3	8,070.48	2,000.00	1,000.00	483.15	65.43		3,518.54	4,551.90	44	
Geneva.....	3	32,677.02	2,800.00	4,825.00	930.00	573.23	\$4,008.96	15,137.21	17,534.81	46	
Glencove.....	3	6,596.76	1,800.00		238.00	131.96		2,169.96	4,426.80	33	
Glens Falls.....	2	26,883.17	2,700.00	3,906.79	1,400.00	433.22	5,259.73	13,699.74	13,183.43	51	
Gloversville.....	2	12,616.81	2,700.00	4,848.90	1,400.00	242.40	7,821.20	17,012.54	14,026.69	55	
Goshen.....	2	10,573.85	2,200.00	2,800.00	500.00	61.36		6,661.36	6,965.45	45	
Gouverneur.....	2	12,616.81	2,200.00	2,348.90	600.00	25.96		6,174.86	6,403.99	49	
Gowanda.....	2	8,843.56	2,000.00	1,200.00	347.50	258.00		4,405.50	4,438.06	50	
Granville.....	2	5,721.07	1,700.00	1,200.00	320.00	13.68		2,233.68	3,487.39	39	
Greeneck.....	3	2,940.39	1,300.00		154.00	32.06		1,496.06	1,464.31	50	
Greene.....	3	5,252.39	1,500.00	265.00	331.00	8.00		2,204.00	3,048.39	42	
Greenport.....	3	7,090.40	1,800.00	150.00	400.00	31.54		2,331.54	4,708.86	34	
Greenwich.....	3	5,687.00	1,700.00	240.00	260.00	28.02		2,228.02	3,458.98	39	
Groton.....	3	5,172.39	1,500.00		233.27	5.54		1,859.11	3,313.28	36	
Hamburg.....	3	3,740.75	1,500.00	120.00	186.70	16.08		1,821.76	1,918.97	49	
Hamilton.....	3	7,375.87	1,800.00		335.00	23.36		2,253.36	5,117.51	31	
Hammondsport.....	3	4,634.90	1,500.00	249.96	204.00	9.60		2,063.56	2,571.24	45	
Hancock.....	3	3,015.78	1,500.00	250.00	150.00	8.48		1,908.48	1,779.87	31	
Hastings upon Hudson.....	3	6,240.76	1,700.00		106.55	29.36		1,235.91	4,292.02	41	
Haverstraw.....	3	11,757.22	2,300.00		358.00	122.68		2,240.68	4,000.08	36	
Hempstead.....	2	12,982.94	2,200.00	1,288.74	457.64	98.68	164.78	2,244.79	7,502.43	36	
Herkimer.....	2	6,102.44	2,000.00	2,348.90	700.00	255.26	3,264.17	8,769.38	4,163.61	69	
Hicksville.....	3	3,496.72	1,500.00	25.00	60.00	5.04		590.04	4,222.40	58	
Highland.....	3	3,001.48	1,200.00	100.00	110.00	14.32		1,424.32	1,078.08	57	
Highland Falls.....	3	3,496.72	1,800.00	150.00	280.00	40.80		1,770.80	1,725.92	51	
Holland.....	3	4,299.76	1,500.00	886.66	124.65	10.38		1,128.89	1,872.59	38	
Holley.....	3	2,853.83	1,500.00	200.00	256.00	10.88		2,163.54	2,136.22	50	
Homer.....	3	5,835.93	1,700.00		360.00	90.60		2,350.60	3,505.33	40	
Honeye Falls.....	3	2,986.90	1,200.00		184.08	6.48		1,390.56	1,596.34	47	
Hoosick Falls.....	3	11,737.38	2,100.00	2,699.08	500.00	201.61	2,693.83	8,194.52	3,542.86	69	
Hornellville.....	2	20,580.99	2,600.00	8,793.98	1,199.73	287.44	6,086.16	13,967.26	6,573.73	68	
Hudson.....	3	4,162.83	1,500.00	80.00	328.77	11.60		1,866.37	2,277.46	45	
Hudsonheads.....	2	20,179.53	2,500.00		1,080.00	512.76	4,479.02	12,671.78	7,507.75	63	
Huntington.....	2	10,020.88	2,400.00	4,100.00	268.27	3,794.19		9,654.14	6,226.69	38	
Ilion.....	2	20,761.86	2,400.00	1,500.00	800.00	303.65	3,708.89	9,654.14	11,067.42	47	
Irvington.....	3	27,923.06	2,600.00	8,477.47	700.00	107.38		6,984.96	21,034.20	26	
Jalap.....	3	3,537.16	1,400.00		246.00	40.08		1,686.08	1,851.08	48	
Jhaca.....	1	18,174.25	3,100.00	6,987.94	2,066.40	741.92	10,401.62	23,077.94	34,496.07	41	
Jamaica.....	1	49,581.97	2,800.00	8,700.00	1,746.14	412.34	14,496.16	29,496.62	21,086.35	57	

Presidential, Jan. 1, 1902.

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Jamestown.....	1	60,788.37	5,100.00	9,582.51	1,300.00	822.64	13,822.10	28,127.25	32,662.12	46
Johnstown.....	2	20,901.53	2,500.00	3,400.00	1,788.00	174.82	5,283.51	12,063.33	8,838.20	58
Jordan.....	3	2,841.17	1,200.00		168.00	7.92		1,375.92	1,465.25	48
Keesville.....	3	4,247.11	1,000.00		254.00	12.19		1,866.19	2,880.92	44
Kinderhook.....	3	2,278.53	1,000.00		100.00	6.00		1,106.00	1,172.53	49
Kings Park.....	3	2,860.68	1,200.00		121.00	13.52		1,334.52	1,526.16	47
Kingston.....	43	222.62	3,000.00	8,800.00	1,577.04	1,252.30	12,243.61	26,952.95	16,269.67	62
Lancaster.....	3	5,401.54	1,600.00		277.00	24.56		1,901.56	3,499.98	36
Lancmont.....	3	4,635.14	1,500.00		300.00	99.84		1,899.84	2,736.30	41
Lawrence.....	2	23,587.11	2,500.00	3,366.27	242.01	54.72		1,796.73	2,318.41	29
Lestershire.....	3	6,686.35	1,500.00	2,181.52	283.62	20.40		6,903.79	16,683.32	44
Liberty.....	2	10,304.60	2,100.00		314.56	76.08		1,804.02	4,662.33	27
Lima.....	2	23,486.96	2,500.00	3,285.33	145.00	8.52		4,672.16	6,632.44	45
Little Falls.....	2	4,020.34	1,500.00	180.00	275.00	276.25	6,128.90	1,450.52	1,596.08	48
Little Valley.....	3	2,551.85	1,100.00		143.25	2.56		1,913.45	2,106.86	48
Livonia.....	3	57,560.57	8,100.00	7,072.08	1,574.80	513.91	9,780.34	1,337.14	9,961.82	58
Lockport.....	1	64,915.56	3,100.00	8,662.20	1,600.00	886.96	20,425.64	22,015.13	35,515.44	38
Long Island City.....	3	7,941.77	1,800.00	4,325.53	360.00	23.68		34,674.80	22,240.76	61
Louisville.....	2	11,443.95	2,300.00	2,764.77	637.43	272.99		2,710.31	6,231.46	34
Lyons.....	3	3,634.66	1,400.00	66.58	220.00	2.32		5,985.19	6,448.76	52
McGraw.....	3	2,396.45	1,100.00	120.00	86.70	0.36		1,688.90	1,945.76	46
Macon.....	3	15,473.89	2,400.00	2,748.90	899.40	291.82		1,312.06	1,084.39	36
Malone.....	2	12,392.29	2,300.00	1,969.56	600.00	236.66		6,346.12	9,139.77	41
Mamaroneck.....	3	4,238.04	1,400.00		196.00	12.06		1,398.08	2,627.95	42
Manlius.....	3	3,525.62	1,500.00	110.00	194.00	8.40		1,812.40	1,133.22	58
Marathon.....	3	2,947.95	1,100.00		184.00	22.25		1,189.45	1,133.22	51
Marcellus.....	3	2,397.71	1,200.00		174.23	8.32		1,928.92	1,399.24	40
Mariner Harbor.....	3	2,816.58	1,800.00		174.90	8.32		1,928.92	1,399.24	40
Marlboro.....	3	4,392.75	1,800.00	70.00	290.20	10.40		1,897.60	2,561.15	43
Massena.....	3	3,397.51	1,800.00	4.00	302.00	3.00		2,077.04	4,311.47	33
Mattawan.....	3	8,246.28	1,800.00	600.00	302.00	12.00		2,311.00	4,303.30	64
Mayville.....	3	17,522.53	2,400.00	250.00	450.00	53.20		2,653.90	5,693.08	52
McNeesville.....	2	8,600.93	1,400.00	2,600.00	952.00	270.88	3,256.64	6,133.62	8,895.04	52
Melina.....	3	8,644.00	1,400.00	200.00	260.00	28.98		1,975.38	1,625.01	56
Middleburg.....	3	8,783.18	1,400.00	400.00	260.00	7.12		2,067.12	1,870.88	57
Middleport.....	3	30,224.89	2,700.00	37.22	300.00	85.16		1,922.32	15,132.57	50
Middleton.....	3	8,445.55	2,700.00	4,701.63	1,400.00	361.91	5,928.79	15,092.82	15,132.57	44
Millbrook.....	3	4,816.80	1,600.00		100.00	14.72		1,514.72	1,980.83	44
Millerton.....	3	8,476.33	1,600.00	250.00	236.00	9.60		2,095.60	2,721.20	44
Mohawk.....	3	8,091.38	1,200.00	80.00	300.00	14.16		1,794.16	1,682.17	62
Monroe.....	3	3,741.11	1,200.00		150.00	12.58		1,372.58	1,718.82	44
Montgomery.....	3	2,785.47	1,300.00	250.00	146.01	10.24		1,856.26	1,855.31	50
Monticello.....	3	4,653.89	1,800.00	250.00	236.00	44.86		2,230.58	3,610.23	39
Montour Falls.....	3	13,054.09	2,800.00	100.00	194.00	9.84		1,503.84	1,231.63	55
Moravia.....	3	4,852.60	1,800.00	161.71	161.71	10.56		1,872.27	2,781.62	40
Morrisville.....	3	2,078.14	1,100.00	2,060.00	300.00	24.12		4,674.12	8,379.97	36
Morrisville.....	3	4,852.60	1,800.00		186.00	5.52		1,291.52	7,866.62	62
Mount Kisco.....	3	5,378.35	1,700.00	140.00	181.15	32.24		1,813.42	3,039.18	37
Mount Morris.....	3	47,026.74	3,000.00	5,719.28	1,150.00	551.82	759.61	2,201.21	3,177.14	41
Mount Vernon.....	1							22,190.51	24,836.23	47

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
NEW YORK—cont'd.											
Naples.....	3	\$4,158.11	\$1,500.00	\$300.00	\$202.00	\$3.84	.....	\$2,005.84	\$2,152.27	46	
Nepes Park.....	3	2,446.30	2,500.00	.....	550.00	1.92	.....	1,401.92	1,044.38	57	
Newark.....	2	81,885.85	2,500.00	3,058.54	550.00	53.92	\$2,594.19	8,756.65	23,129.20	27	Presidential, Oct. 1, 1901.
Newark Valley.....	3	2,116.83	900.00	80.00	187.25	2.56	.....	1,079.81	1,037.02	61	
New Berlin.....	3	3,588.98	1,500.00	80.00	298.50	6.80	.....	1,885.30	1,653.68	53	
New Brighton.....	3	30,837.73	2,800.00	8,400.00	850.00	239.28	6,172.81	12,461.59	18,376.14	40	
Newburgh.....	1	58,607.10	3,100.00	8,900.00	.....	594.93	12,889.03	25,773.99	32,833.11	44	In Government building.
Newburyport.....	2	8,992.08	2,100.00	1,038.81	258.00	25.66	.....	3,423.47	5,576.56	38	
New Hartford.....	2	8,695.95	1,400.00	.....	150.00	.....	.....	1,550.00	2,145.95	42	
New Lebanon.....	3	6,148.62	1,800.00	100.00	110.00	3.12	.....	2,013.12	4,135.50	42	
New Rochelle.....	3	4,250.75	1,500.00	160.00	227.00	17.84	.....	1,904.84	2,345.91	45	
New York.....	2	31,875.14	8,000.00	4,072.81	1,000.00	795.41	.....	15,500.59	16,414.55	49	
New York Mills.....	2	670,877.10	8,000.00	2,099,047.55	292,955.71	130,204.55	1,632,114.06	4,162,331.87	7,508,545.23	36	Do.
New York Falls.....	1	3,274.60	1,100.00	.....	150.00	8.00	.....	1,258.00	2,016.60	38	
Niagara Falls.....	2	53,965.28	2,900.00	1,196.44	150.00	649.74	10,541.61	24,398.06	29,479.21	45	
North Cohocton.....	3	8,400.42	1,500.00	40.00	150.00	1.20	.....	1,691.20	1,709.22	50	
Northport.....	2	16,037.11	2,500.00	1,900.00	275.34	205.21	.....	4,890.56	11,156.56	30	
North Tarrytown.....	3	4,119.94	1,500.00	300.15	200.15	41.76	.....	2,071.91	2,046.03	50	
North Tonawanda.....	2	14,043.21	2,400.00	1,900.00	298.35	8.56	4,065.45	9,463.80	4,579.41	67	
Northville.....	2	2,779.25	1,200.00	200.00	160.00	.....	.....	1,574.56	1,204.69	57	
Norwich.....	3	18,047.27	2,400.00	3,600.00	725.00	288.20	4,273.37	11,294.57	6,762.70	63	
Norwood.....	3	3,170.50	1,400.00	300.00	160.00	6.76	.....	2,067.40	1,108.10	65	
Nunda.....	3	3,202.78	1,400.00	200.00	202.00	6.76	.....	1,807.76	1,395.02	56	
Nyack.....	3	17,017.19	2,400.00	3,996.20	600.00	211.13	6,237.44	12,344.77	4,672.42	73	
Oakfield.....	2	2,696.07	1,100.00	60.00	174.00	8.84	.....	1,337.84	1,321.23	50	
Oceansburg.....	3	5,656.27	1,600.00	250.00	245.94	95.28	.....	2,191.22	3,465.05	39	Do.
Ogdensburg.....	2	22,709.03	2,600.00	3,651.63	1,000.00	283.89	6,951.30	13,516.87	9,192.16	60	
Olean.....	2	22,647.32	2,600.00	4,000.00	700.00	414.43	9,065.34	14,079.77	8,567.55	62	
Oneida.....	2	16,776.24	2,400.00	2,748.91	700.00	838.22	3,512.43	9,999.56	7,076.68	58	
Oneonta.....	2	19,916.60	2,500.00	3,848.90	750.00	412.00	4,548.37	11,554.27	8,362.33	59	
Oriskany Falls.....	3	2,849.77	1,000.00	150.00	127.00	6.20	.....	1,292.20	1,557.57	55	
Oswining.....	2	18,146.01	2,400.00	2,821.72	750.00	223.54	4,378.03	10,573.34	7,572.67	58	
Oswego.....	2	30,857.69	2,700.00	6,542.12	.....	408.43	9,328.46	18,574.01	12,283.63	60	Do.
Oswego Falls.....	2	2,492.82	1,100.00	.....	130.00	11.36	.....	1,241.36	1,251.46	50	
Ovid.....	3	2,397.81	1,200.00	.....	140.00	3.92	.....	1,349.92	1,047.89	56	
Oxford.....	2	13,702.21	2,400.00	2,895.20	775.00	87.88	3,500.60	9,628.18	4,074.03	70	
Oyster Bay.....	3	5,574.48	1,700.00	205.00	205.00	30.76	.....	2,226.76	3,347.72	40	
Painted Post.....	3	6,575.16	1,600.00	184.41	184.41	41.69	.....	1,823.09	2,749.07	40	Presidential, Jan. 1, 1902.
Palmira.....	3	4,156.36	1,500.00	.....	90.00	3.44	.....	568.44	3,587.92	49	
Patchogue.....	2	10,412.10	2,200.00	2,391.31	646.54	151.14	1,762.22	7,071.25	3,340.85	45	
	2	10,016.04	2,100.00	1,900.37	450.00	91.35	.....	4,541.63	5,475.01	45	

Patterson.....	3	1,143.89	550.00	100.00	68.86	2.56	721.42	421.97	63	Do.
Pawling.....	3	3,111.87	2,500.00	500.00	228.00	106.24	1,583.24	1,528.63	51	
Peckskill.....	3	13,441.37	2,500.00	8,900.00	650.00	156.17	13,143.83	5,797.54	69	
Pelham.....	3	4,233.67	2,500.00	.....	197.50	23.97	4,141.42	6,132.37	33	
Penn Yan.....	2	15,610.46	2,500.00	3,264.90	587.50	58.45	9,478.06	6,132.37	61	
Perry.....	3	11,097.05	2,500.00	1,400.00	581.25	24.10	4,105.85	6,991.70	37	
Phelps.....	3	3,758.84	1,500.00	200.00	204.00	9.44	1,913.44	1,845.45	51	
Philadelphia.....	3	2,257.82	1,500.00	.....	141.50	5.60	1,247.10	1,020.72	55	
Philmont.....	3	3,310.08	1,400.00	90.00	138.60	9.28	1,637.88	1,672.15	49	
Phoenix.....	3	4,397.47	1,600.00	40.00	210.00	13.04	1,863.04	2,534.43	42	
Pine Plains.....	3	2,385.81	1,100.00	.....	150.00	4.96	1,254.96	1,130.85	53	Do.
Pittsford.....	3	1,094.09	1,500.00	.....	53.00	2.96	605.96	488.13	55	In Government building.
Plattsburgh.....	2	21,250.45	2,500.00	3,400.00	200.00	320.13	10,376.23	10,884.22	49	
Port Byron.....	3	3,061.69	1,200.00	160.00	800.00	6.96	1,566.96	1,514.73	51	
Port Chester.....	2	26,164.66	2,600.00	4,347.83	800.00	326.01	12,573.48	13,591.18	48	
Port Henry.....	3	5,260.15	1,600.00	450.00	256.00	17.20	2,823.20	2,936.96	44	
Port Jefferson.....	3	4,457.80	1,500.00	.....	250.00	23.04	1,773.04	2,784.76	39	
Port Jervis.....	3	15,146.87	2,400.00	2,900.00	600.00	125.17	9,881.96	5,264.91	65	
Port Richmond.....	2	13,834.24	2,300.00	1,900.00	491.21	428.94	6,874.71	6,969.53	50	
Portville.....	3	4,413.79	1,500.00	.....	143.00	6.52	1,648.52	2,765.27	37	
Port Washington.....	3	2,576.02	1,000.00	.....	600.00	26.00	1,026.00	1,550.02	40	
Potsdam.....	2	11,774.62	3,300.00	2,100.00	.....	3,837.48	8,390.08	3,894.44	71	Do.
Poughkeepsie.....	1	63,965.51	8,200.00	11,676.36	.....	611.63	23,200.13	35,795.38	44	
Prattsburg.....	2	2,536.55	1,100.00	150.00	165.00	2.24	1,407.24	1,129.31	56	
Pulaski.....	3	4,335.76	1,600.00	50.00	304.00	12.24	1,966.24	2,369.52	45	
Queens.....	3	3,702.24	1,300.00	.....	164.98	12.40	1,477.38	2,224.86	40	
Randolph.....	3	3,954.01	1,500.00	240.00	212.00	14.56	1,966.56	1,967.45	50	
Red Hook.....	3	2,334.54	1,000.00	.....	134.64	8.96	1,143.60	1,190.94	49	
Rhinebeck.....	3	5,391.83	1,600.00	280.00	240.00	28.96	2,148.96	3,242.97	40	
Richfield Springs.....	3	7,940.10	1,900.00	340.00	283.00	35.92	2,558.92	6,381.18	32	
Ripley.....	3	2,113.81	825.00	.....	127.20	2.48	954.68	1,159.13	45	
Riverhead.....	3	8,823.27	1,900.00	50.00	400.00	37.92	2,387.92	5,935.35	29	Presidential, Oct. 1, 1901.
Rochester.....	3	831,824.16	4,000.00	72,906.98	800.00	6,374.47	164,999.77	346,824.89	35	In Government building.
Rockville Center.....	1	11,103.52	2,000.00	1,000.00	267.50	43.70	3,331.20	7,772.12	30	
Rome.....	2	80,453.69	2,700.00	4,378.26	1,062.50	412.48	16,438.57	14,015.12	54	
Rosebank.....	2	13,629.46	2,300.00	2,195.24	296.00	104.82	6,599.37	7,080.09	43	
Roslyn.....	3	3,968.96	1,300.00	.....	212.50	31.60	1,544.10	2,049.88	48	
Rouse Point.....	3	3,252.96	1,400.00	312.50	175.00	11.76	2,306.16	1,833.70	58	
Rye.....	3	7,536.80	1,800.00	50.00	400.00	66.16	1,543.78	1,171.71	57	
Sacket Harbor.....	3	2,715.49	1,300.00	40.00	194.98	8.80	3,473.71	6,697.55	38	
Sag Harbor.....	3	9,171.26	2,000.00	1,000.00	425.00	48.71	2,317.28	6,022.11	28	
St. Johnsville.....	3	8,339.39	1,900.00	210.00	186.00	21.28	4,531.57	3,710.64	56	
Salamanca.....	2	8,242.21	2,000.00	1,800.00	600.00	131.57	1,908.32	2,080.02	48	
Salem.....	3	3,968.34	1,600.00	.....	186.00	10.82	5,490.97	4,121.52	57	
Sandysville.....	2	9,602.49	2,200.00	1,879.62	587.50	66.42	19,656.66	27,186.34	41	
Saratoga Lake.....	2	12,835.91	2,200.00	2,352.60	420.00	101.92	6,064.62	7,281.39	42	
Saratoga Springs.....	1	46,940.90	3,000.00	6,063.86	1,463.83	963.07	4,206.47	7,519.32	36	
Saugerties.....	2	11,725.79	2,200.00	1,500.00	460.00	46.47	1,823.28	2,688.48	40	
Saville.....	3	4,406.76	1,500.00	.....	292.00	31.28	602.70	827.08	49	Presidential, Jan. 1, 1902.
Schaghticoke.....	3	1,223.78	1,500.00	35.00	64.98	2.72	30,060.25	81,940.62	27	
Schenectady.....	1	112,000.67	3,300.00	11,065.61	1,660.00	966.87	1,376.76	81,940.62	61	
Schenenvus.....	3	2,255.88	1,100.00	150.00	1,123.04	2.72	.....	.....	.....

Wappingers Falls.....	3	4,091.60	1,600.00	100.00	299.43	22.08	2,011.51	2,090.09	49
Warrensburg.....	3	10,494.13	1,700.00	900.00	228.00	11.12	2,456.13	2,456.13	50
Warsaw.....	2	2,100.00	2,100.00	2,100.00	284.96	31.90	2,788.73	6,177.82	44
Warwick.....	3	6,299.39	1,800.00	100.00	294.70	17.46	1,036.84	4,177.82	35
Washingtonville.....	3	6,846.38	1,800.00	300.00	138.00	17.46	1,207.23	1,207.23	51
Watford.....	3	6,846.38	1,800.00	300.00	283.00	45.60	2,276.44	4,113.69	35
Waterloo.....	3	6,447.12	2,100.00	7,342.66	450.00	38.40	2,268.40	5,170.72	45
Watertown.....	1	51,654.99	1,700.00	.....	.....	681.96	23,154.01	28,154.01	38
Watkins.....	3	7,846.53	1,800.00	250.00	325.00	12.90	2,037.80	3,098.73	33
Watkins.....	3	7,846.53	1,800.00	250.00	325.00	12.90	2,037.80	3,098.73	33
Watkins.....	3	12,690.22	1,800.00	2,282.60	600.00	58.66	2,694.82	8,983.48	69
Waverly.....	3	9,947.64	1,800.00	2,282.60	249.00	5.60	2,694.82	8,983.48	69
Waverly.....	3	1,117.91	1,500.00	.....	75.00	1.12	2,696.12	1,091.99	56
Westport.....	3	5,282.35	1,700.00	300.00	308.00	12.96	2,320.96	2,320.96	32
Westfield.....	2	10,642.42	2,200.00	2,432.60	600.00	199.04	7,788.52	2,853.90	73
Westfield.....	2	10,726.32	2,100.00	1,892.60	700.00	43.62	4,676.22	6,050.17	44
West New Brighton.....	2	38,445.32	2,800.00	3,332.60	840.00	182.45	13,162.95	20,292.92	39
Westport.....	2	5,248.09	1,600.00	300.00	190.00	65.28	2,155.28	3,092.81	41
West Seneca.....	3	6,748.33	1,700.00	.....	126.00	39.84	1,865.84	4,892.46	28
West Troy.....	2	11,179.61	2,200.00	1,516.30	297.76	90.31	9,370.41	1,806.20	84
Whitehall.....	3	6,670.94	1,800.00	100.00	214.21	29.36	2,143.57	4,527.37	32
White Plains.....	3	19,949.68	2,500.00	8,465.20	600.00	230.19	10,644.78	9,304.90	64
Whitesboro.....	3	2,445.56	1,200.00	200.00	150.00	11.84	1,986.10	4,712.02	30
Whitney Point.....	3	6,698.19	1,900.00	.....	149.70	36.40	2,143.34	661.82	76
Willard.....	3	2,804.96	1,300.00	537.50	300.00	5.84	539.08	648.06	45
Willard.....	3	1,897.06	1,500.00	.....	35.76	3.28	2,106.44	2,390.10	47
Wolcott.....	3	4,465.54	1,700.00	.....	400.00	5.44	1,980.32	4,666.60	29
Woodside.....	3	6,596.92	1,700.00	.....	204.00	26.32	1,851.41	1,354.78	50
Worcester.....	3	2,706.19	1,200.00	.....	146.77	4.64	89,696.86	29,741.78	57
Yonkers.....	1	69,428.64	3,200.00	10,498.04	2,150.57	1,069.56	.....	.....	41
Total.....		19,651,960.40	687,575.00	3,327,161.46	466,811.83	292,118.01	8,110,411.58	11,541,548.32	
NORTH CAROLINA.									
Ashville.....	2	36,899.39	2,900.00	8,639.64	.....	676.94	20,673.30	16,216.09	53
Biltmore.....	3	3,219.57	1,300.00	300.00	264.00	11.12	1,876.12	1,944.40	58
Burlington.....	3	5,131.45	1,600.00	130.00	284.00	23.73	1,985.73	3,132.72	75
Charlotte.....	3	1,947.40	1,100.00	150.00	179.25	6.40	1,633.65	2,452.22	41
Chapel Hill.....	3	4,980.65	1,600.00	100.00	145.00	10.82	2,034.82	3,926.75	33
Charlotte.....	3	59,862.31	3,300.00	7,100.00	175.83	984.36	20,673.30	39,837.97	79
Clinton.....	3	7,521.92	1,300.00	120.00	400.00	6.30	2,706.94	4,804.23	36
Concord.....	3	3,004.92	1,200.00	100.00	127.79	67.44	1,685.23	1,844.23	55
Durham.....	3	2,292.61	2,500.00	338.00	127.79	117.04	10,490.74	10,814.37	40
Durham.....	3	2,292.61	2,500.00	338.00	127.79	117.04	10,490.74	10,814.37	40
Elizabeth City.....	3	8,593.68	1,500.00	150.00	155.00	31.20	1,947.56	6,124.76	50
Elizabeth City.....	3	8,593.68	1,500.00	150.00	155.00	31.20	1,947.56	6,124.76	50
Gastonia.....	2	9,860.35	2,000.00	1,400.00	529.33	81.04	4,083.43	5,778.92	41
Gastonia.....	2	9,860.35	2,000.00	1,400.00	529.33	81.04	4,083.43	5,778.92	41
Gaithersburg.....	2	12,873.75	2,300.00	2,400.00	600.00	97.73	6,037.57	6,393.51	36
Gaithersburg.....	2	12,873.75	2,300.00	2,400.00	600.00	97.73	6,037.57	6,393.51	36
Gaithersburg.....	2	3,317.59	2,800.00	5,426.08	100.00	10.64	1,360.64	6,966.95	59
Gaithersburg.....	2	3,317.59	2,800.00	5,426.08	100.00	10.64	1,360.64	6,966.95	59
Greensboro.....	2	36,538.44	2,800.00	5,426.08	.....	404.54	13,775.87	22,763.07	38
Greensboro.....	2	36,538.44	2,800.00	5,426.08	.....	404.54	13,775.87	22,763.07	38
Greenville.....	3	4,548.44	1,500.00	150.00	360.00	18.08	2,028.08	2,520.36	45

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NORTH CAROLINA—CON.											
Henderson	3	\$6,704.82	\$1,700.00	\$150.00	\$424.04	\$52.23		\$2,936.27	\$4,378.56	35.	
Hendersonville	3	4,889.86	1,600.00	400.00	176.00	38.56		2,214.56	2,675.31	45.	
Hickory	3	6,363.87	1,700.00	240.00	252.00	17.20		2,209.20	4,154.67	35.	
Highpoint	2	12,216.98	2,100.00	1,000.00	968.45	54.24		3,522.69	8,694.29	29	Presidential, Jan. 1, 1902.
Kings Mountain	3	1,676.17	1,500.00	38.56	45.20	5.76		657.52	1,068.65	38	
Kinston	3	7,616.70	1,800.00	320.00	325.50	47.04		2,492.54	6,124.16	33	
Laurinburg	3	3,004.65	1,400.00	40.00	122.24	6.56		1,668.80	1,445.85	52	
Lexington	3	3,180.31	1,400.00	600.00	174.94	7.68		2,182.62	1,947.69	70	
Linton	3	2,707.07	1,800.00	349.47	170.80	17.68		2,067.95	2,220.09	63	
Littleton	3	3,045.16	1,200.00	175.00	140.00	8.96		1,528.25	1,516.70	50	
Louisburg	3	2,670.79	1,800.00	60.00	128.45	7.84		1,496.27	1,374.52	52	
Lumberton	3	3,073.14	1,800.00	160.00	146.60	8.24		1,604.74	1,468.40	53	
Marion	3	3,584.47	1,800.00	600.00	176.53	13.13		1,899.46	1,685.01	56	
Maxton	3	2,463.96	1,500.00	72.60	106.53	4.64		1,356.23	1,068.74	56	
Monroe	3	3,074.95	1,800.00	700.00	278.25	17.68		2,490.37	1,113.58	69	
Morgan	3	4,463.92	1,800.00	600.00	383.75	16.52		2,662.47	2,484.45	49	
Mountain	3	1,814.87	1,800.00	100.00	323.00	20.40		1,041.75	1,773.12	54	
Newbern	3	2,964.76	2,200.00	8,100.00	177.00	6.72	4,389.28	2,469.39	1,783.38	83	In Government building.
Newport	3	2,170.79	1,800.00	100.00	261.60	24.40		1,403.64	1,068.15	50	
Oxford	3	2,412.86	1,100.00	180.00	216.00	10.64		1,403.64	1,068.15	50	
Plymouth	3	46,125.12	8,100.00	7,077.18	77.04	939.69	6,366.39	17,497.57	28,627.55	31	
Red Springs	3	6,779.16	1,800.00	60.00	159.15	9.38		1,446.16	1,949.76	33	Do.
Reidsville	3	8,877.08	1,800.00	200.00	159.15	11.28		2,226.15	1,649.92	32	Do.
Rockingham	3	8,263.11	1,400.00	300.00	159.15	11.28		1,770.88	1,497.23	54	
Rocky Mount	3	8,044.30	1,800.00	482.88	725.00	41.12		2,684.00	1,960.30	33	
Salisbury	3	10,658.50	2,100.00	2,389.80	725.00	108.89		6,824.19	6,830.31	50	
Sanford	3	8,619.57	1,200.00	400.00	725.00	108.89		1,710.00	1,909.57	48	
Sealed Neck	3	8,155.94	1,800.00		131.80	6.88		1,436.68	1,717.30	46	
Shelby	3	5,585.84	1,500.00	350.00	186.75	11.63		2,056.43	1,477.41	56	
Smithfield	3	2,537.41	1,200.00	100.00	100.00	8.24		1,408.24	1,129.17	55	
Southern Pines	3	8,749.32	1,200.00	265.00	118.00	18.49		1,616.49	2,132.83	43	
Statesville	3	10,562.80	2,000.00	1,400.00	27.60	27.60		3,427.60	7,135.20	32	Do.
Tarboro	3	6,015.83	1,700.00	1,500.00	827.31	26.40		2,263.71	3,812.12	37	
Thomasville	3	2,778.56	1,100.00	312.50	134.52	8.48		1,555.50	1,223.06	56	
Wadesboro	3	2,664.22	1,200.00	150.00	192.00	10.16		1,662.16	1,002.06	54	
Warrenton	3	2,208.88	1,100.00	40.00	106.27	8.64		1,267.91	1,445.97	57	
Washington	3	1,186.67	1,800.00	450.00	400.00	27.20		2,737.20	4,445.87	38	
Waynesville	3	3,963.07	1,400.00	805.00	200.00	17.12		1,922.12	2,070.95	48	
Weldon	3	4,400.00	1,400.00	250.00	183.00	15.76		1,634.76	2,988.72	39	
Williamston	3	2,074.02	1,000.00	40.00	155.40	6.00		1,201.40	872.62	58	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO.											
Ada.....	3	\$8,479.43	\$1,900.00	\$50.00	\$300.00	\$23.58	.....	\$2,273.60	\$6,205.83	27	In Government building,
Allon.....	1	186,846.77	5,400.00	15,200.70	668.33	949.59	\$25,222.38	43,438.29	91,407.78	23	
Alliance.....	2	19,076.98	2,500.00	2,571.74	150.00	284.65	4,081.47	10,877.26	8,199.72	56	
Antwerp.....	3	2,039.45	1,100.00	140.00	150.00	4.43	.....	1,394.78	1,094.78	56	
Arad.....	3	2,599.63	1,100.00	.....	150.00	5.12	.....	1,399.12	1,300.51	59	
Ashland.....	3	2,497.43	1,200.00	.....	150.00	1.92	.....	1,398.92	1,158.51	49	
Ashland.....	2	41,366.66	2,500.00	3,332.97	150.00	332.43	8,271.46	10,416.86	30,889.80	54	
Ashland.....	2	20,917.37	2,500.00	2,450.27	1,475.00	354.91	6,714.29	16,444.21	4,773.18	25	
Ashland.....	2	11,811.44	2,000.00	2,450.27	64.82	48.85	525.06	3,382.91	5,961.79	79	
Barnesville.....	2	12,119.15	1,000.00	1,000.00	334.05	27.60	.....	3,382.91	8,735.24	28	
Barvia.....	2	7,555.39	1,000.00	80.00	204.33	7.52	.....	2,441.98	5,113.46	32	
Bedford.....	3	4,067.40	1,100.00	.....	152.00	10.08	.....	1,349.62	2,717.78	60	
Bellaire.....	3	13,069.49	2,300.00	2,648.90	192.05	265.85	3,829.11	7,021.13	2,395.81	42	
Belle Center.....	3	1,105.91	500.00	60.00	500.00	1.52	.....	9,548.86	8,525.63	73	
Belleville.....	2	12,651.95	2,300.00	2,700.00	612.01	305.58	3,519.70	8,357.29	3,214.66	56	Presidential, Jan. 1, 1902.
Bellevue.....	2	8,344.96	2,000.00	1,000.00	500.00	104.05	.....	3,604.05	4,740.90	43	
Bellville.....	2	2,883.94	1,000.00	1,000.00	131.46	6.40	.....	1,137.86	1,746.08	48	
Berea.....	3	6,629.11	1,600.00	300.00	308.00	12.08	.....	1,920.08	2,085.86	51	
Blanchester.....	3	4,256.58	1,500.00	40.00	166.00	10.72	.....	2,160.72	2,095.86	39	
Bluffton.....	3	4,385.76	1,500.00	2,600.00	600.00	49.88	980.18	6,410.05	4,337.86	60	Presidential, Apr. 1, 1902.
Bowling Green.....	3	10,747.92	2,200.00	2,500.00	33.00	1.04	.....	284.04	2,212.05	57	
Bradford.....	3	6,979.05	1,700.00	200.00	192.00	32.16	.....	2,124.16	4,854.89	30	
Bridgeport.....	3	1,265.76	550.00	.....	95.00	3.84	.....	648.84	606.92	52	
Brooklyn.....	3	8,250.53	2,000.00	1,578.80	525.00	103.73	.....	4,207.03	4,043.50	51	
Bryan.....	2	2,400.00	2,400.00	2,200.00	550.00	158.42	3,705.06	9,013.48	6,101.36	61	
Bucyrus.....	2	14,114.84	1,100.00	1,500.00	118.00	3.68	.....	1,371.68	1,014.21	57	
Burton.....	3	2,385.89	1,000.00	150.00	43.50	1.76	.....	295.26	2,090.63	50	
Byesville.....	3	5,800.24	250.00	.....	358.00	26.80	.....	3,059.80	3,872.24	44	
Calz.....	3	6,982.04	1,800.00	875.00	89.25	6.64	.....	1,745.89	2,066.37	46	
Caldwell.....	3	8,815.23	1,400.00	250.00	60.00	1.04	.....	1,561.04	2,966.07	34	
Calla.....	3	4,527.61	1,500.00	.....	700.00	187.42	3,490.81	9,811.38	6,890.45	61	
Cambridge.....	2	15,201.88	2,300.00	2,633.65	149.46	7.76	.....	1,797.22	1,980.04	48	
Camden.....	3	3,757.26	1,500.00	1,400.00	355.67	45.45	.....	4,001.12	7,063.91	86	
Canal Dover.....	2	11,065.03	2,200.00	1,400.00	108.04	4.24	.....	1,212.28	919.76	57	
Canal Fulton.....	3	2,132.04	1,100.00	13,830.98	.....	698.91	23,756.29	41,461.18	44,572.27	48	In Government building.
Canton.....	1	86,033.45	8,200.00	.....	159.00	0.72	.....	1,563.72	2,011.47	24	
Cardington.....	3	3,575.19	1,400.00	90.00	228.00	9.60	.....	1,977.60	2,466.52	44	
Carey.....	3	4,383.42	1,000.00	.....	150.00	5.68	.....	1,885.08	1,498.34	54	
Carrollton.....	3	8,106.64	1,400.00	180.00	.....	.....	.....	.....	.....	.....

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Germanatown.....	3	\$2,942.23	\$1,300.00	.....	\$179.75	\$21.75	.....	\$1,501.56	\$1,440.73	51	
Gibsonburg.....	3	2,581.82	1,400.00	.....	280.00	4.88	.....	1,684.88	1,276.44	57	
Granville.....	3	3,899.84	1,400.00	\$120.00	181.00	11.36	.....	1,711.36	2,188.48	44	
Groveville.....	3	3,297.63	1,300.00	.....	157.00	67.84	.....	1,695.34	2,732.51	38	
Grainville.....	3	2,607.98	1,300.00	220.00	374.85	11.12	.....	2,718.97	1,464.07	54	
Greenfield.....	2	11,319.26	2,400.00	200.00	378.00	15.98	\$2,594.10	2,635.68	2,622.21	54	
Greenville.....	2	13,227.45	2,400.00	2,631.00	618.00	149.79	2,206.86	5,931.79	8,637.27	62	
Greenville.....	2	7,341.36	2,100.00	2,631.00	142.00	8.34	.....	5,941.36	8,637.27	62	
Hamilton.....	1	49,683.38	3,000.00	7,000.00	556.00	978.98	11,687.22	28,718.13	25,917.20	54	
Hartsville.....	3	2,582.58	1,300.00	250.00	136.00	18.44	.....	2,074.44	3,383.11	62	
Hillsdale.....	3	5,431.98	1,700.00	138.00	226.00	8.72	.....	2,074.72	3,383.11	62	
Hillsboro.....	3	11,798.76	2,200.00	2,798.48	690.00	55.36	.....	5,648.86	6,149.90	48	
Hiram.....	3	2,498.16	1,200.00	70.00	143.50	7.04	.....	1,419.15	1,077.06	53	
Hudson.....	3	5,202.11	1,400.00	120.00	192.81	5.92	.....	1,719.35	1,482.76	54	
Huron.....	3	2,478.96	1,200.00	.....	139.71	7.04	.....	1,345.67	1,133.29	54	
Ironton.....	2	17,335.64	2,400.00	4,091.58	500.48	559.46	6,033.40	18,580.92	3,744.72	73	
Jackson.....	2	9,182.88	1,200.00	1,900.00	431.50	50.96	.....	4,800.40	4,382.48	49	
Jamestown.....	2	2,961.80	1,200.00	40.00	58.00	5.60	.....	1,321.20	1,640.60	48	
Jefferson.....	3	5,111.95	1,600.00	899.98	254.00	15.84	.....	2,769.83	2,341.52	54	
Kent.....	3	3,745.88	1,700.00	80.00	382.80	30.48	.....	2,143.28	3,602.65	37	
Kent.....	2	14,274.47	2,400.00	2,400.00	625.00	148.90	3,547.46	8,921.36	5,353.11	62	
Lancaster.....	2	19,479.14	2,400.00	2,400.86	800.00	248.61	4,392.29	10,901.76	8,577.38	54	
Lebanon.....	2	12,000.95	1,800.00	1,833.78	302.00	160.26	2,627.08	7,381.07	4,619.88	62	
Leontia.....	3	5,143.27	1,600.00	1,800.00	392.00	71.98	.....	2,273.96	2,869.29	44	
Leipsic.....	3	7,645.71	1,800.00	150.00	376.67	12.56	.....	2,339.23	5,306.48	31	
Lima.....	3	49,433.58	3,000.00	6,685.24	.....	437.65	10,218.72	20,821.61	29,111.97	41	In Government building.
Lisbon.....	1	7,341.07	1,900.00	290.00	300.00	30.96	.....	2,620.96	4,720.11	34	
Lockland.....	3	10,863.89	2,300.00	1,615.00	221.00	20.85	.....	4,156.98	6,706.98	38	
Lodi.....	3	8,686.54	825.00	45.00	36.26	6.56	.....	971.81	1,088.16	31	
Lorain.....	3	8,080.72	1,700.00	500.00	410.00	103.24	.....	2,713.24	5,367.48	47	
Loudonville.....	2	18,798.50	1,900.00	520.00	401.98	31.28	.....	2,938.26	6,207.46	35	
Louisville.....	2	8,821.26	1,500.00	2,813.40	600.00	387.00	6,162.44	11,852.64	6,946.66	63	
Louisville.....	3	8,061.26	1,200.00	35.00	188.00	8.96	.....	1,741.96	2,079.30	46	
McArthur.....	3	2,066.14	1,000.00	.....	160.00	7.20	.....	1,867.20	1,094.05	45	
McComb.....	3	2,447.29	1,100.00	200.00	184.00	4.64	.....	1,500.64	946.65	61	
McConnellsville.....	3	2,478.87	1,500.00	300.00	196.00	14.48	.....	2,084.48	2,144.39	49	
Madison.....	3	8,689.09	1,400.00	200.00	225.00	6.64	.....	1,831.64	1,807.45	50	
Malia.....	3	2,888.16	1,000.00	100.00	183.82	4.44	.....	1,148.30	1,192.86	50	
Manchester.....	3	2,816.08	1,300.00	199.84	144.00	10.24	.....	1,658.22	1,157.81	59	

Wardell	53,824.52	8,100.00	7,500.00	1,583.79	716.61	10,005.00	22,905.40	30,419.12	48
Marilla	296,821.07	2,700.00	4,860.00	1,583.79	689.55	17,246.07	16,785.72	50	
Marion	8,304.01	2,700.00	4,860.00	1,583.79	173.77	18,160.22	18,031.85	51	
Marling Ferry	7,888.78	1,900.00	1,800.00	897.73	163.00	4,265.72	4,083.28	52	
Marville	21,453.14	2,500.00	4,104.57	1,000.00	23.04	2,733.04	2,733.04	53	
Machlont	8,986.49	1,500.00	1,500.00	220.00	877.90	1,779.76	2,158.72	54	
Machonburg	10,164.24	2,000.00	1,800.00	280.45	15.60	8,594.19	8,594.19	55	
Madisonburg	4,283.95	1,500.00	1,500.00	261.25	30.08	2,711.33	2,711.33	56	
Mammoth	19,005.42	1,500.00	4,500.00	775.00	829.05	1,798.48	2,447.47	57	
Middleport	4,700.07	1,500.00	300.00	254.00	22.48	1,083.27	6,027.15	58	
Middleport	8,083.56	1,300.00	300.00	178.30	16.96	1,495.28	2,686.31	59	
Mingo Junction	8,983.01	1,400.00	50.00	194.73	21.92	1,616.25	1,616.25	60	
Monteville	2,617.31	1,200.00	146.00	146.00	7.92	1,403.92	1,218.39	61	
Montpelier	3,668.62	1,400.00	184.00	184.00	82.44	1,676.44	1,218.39	62	
Mount Gilead	5,894.76	1,700.00	188.89	188.89	16.48	2,110.87	1,774.39	63	
Mount Sterling	8,004.01	1,400.00	200.00	211.00	6.80	1,617.80	1,896.21	64	
Mount Vernon	13,784.97	2,800.00	2,845.90	750.00	349.48	9,128.12	4,656.55	65	
Napoleon	6,456.10	1,800.00	80.00	296.00	104.04	2,290.04	4,176.06	66	
National Military Home	8,966.76	1,500.00	100.00	100.00	18.56	1,618.56	2,838.20	67	
Nelsonville	27,694.83	1,600.00	300.00	277.75	22.32	2,200.07	8,421.98	68	
Newark	27,694.83	1,600.00	4,800.00	1,456.68	510.75	9,208.56	18,672.74	69	
New Bremen	3,191.94	1,100.00	50.00	138.55	3.92	1,812.47	1,879.47	70	
New Carlisle	3,573.13	1,400.00	240.00	188.26	5.92	1,894.18	2,504.69	71	
New Comerstown	4,652.05	1,500.00	280.00	250.00	17.36	2,047.36	1,675.64	72	
New Concord	2,827.74	1,000.00	80.00	88.66	3.44	1,152.10	1,877.01	73	
New Lexington	3,735.09	1,500.00	40.00	242.00	16.06	1,798.08	2,083.66	74	
New London	6,604.85	1,700.00	200.00	181.82	11.84	9,015.36	4,511.19	75	
New Philadelphia	11,319.34	2,200.00	2,888.72	476.60	899.76	3,100.26	2,303.98	76	
New Richmond	2,454.48	1,200.00	200.00	145.00	14.88	8,100.26	1,569.88	77	
New Vienna	9,064.44	1,500.00	25.00	56.39	2.00	2,812.81	5,62.39	78	
Niles	10,726.41	2,200.00	2,100.00	418.00	171.70	2,812.81	7,202.01	79	
North Amherst	2,484.36	1,100.00	200.00	174.00	6.32	1,290.32	1,290.32	80	
North Baltimore	6,184.80	1,600.00	300.00	380.00	20.00	2,180.00	3,014.80	81	
Norwalk	18,044.56	2,500.00	8,083.21	750.00	304.08	8,514.33	10,101.57	82	
Oakharbor	2,966.75	1,400.00	196.81	196.81	6.96	1,603.77	1,392.98	83	
Oberlin	15,005.17	2,400.00	2,668.77	900.00	809.70	9,994.77	6,010.40	84	
Oberlin	4,868.29	1,700.00	254.00	254.00	24.22	2,186.22	2,700.07	85	
Osborn	2,627.73	1,200.00	100.00	159.00	6.92	1,464.92	1,162.81	86	
Ottawa	4,815.35	1,600.00	300.00	291.50	17.12	2,206.62	2,606.73	87	
Oxford	6,512.59	1,900.00	314.72	43.60	43.60	2,358.32	4,154.37	88	
Painesville	22,965.89	2,600.00	8,000.00	800.00	419.22	10,273.51	11,822.38	89	
Paulding	2,710.08	1,700.00	360.00	360.00	12.40	2,072.40	3,046.68	90	
Payne	2,516.44	1,100.00	280.00	138.81	18.98	1,247.69	1,268.75	91	
Perryburg	20,503.85	2,600.00	4,792.59	1,570.00	372.27	6,002.13	15,336.99	92	
Piqua	3,803.42	1,400.00	159.72	159.72	3.44	1,663.16	6,166.86	93	
Plain City	4,630.60	1,900.00	40.00	218.96	6.92	2,240.26	2,240.26	94	
Plymouth	7,398.83	1,600.00	500.00	270.00	110.76	1,864.88	2,765.72	95	
Pomeroy	5,001.02	1,900.00	220.00	220.00	15.44	2,690.76	4,656.07	96	
Port Clinton						2,094.47	2,906.55	97	

In Government building.

Presidential, Jan. 1, 1902.

In Government building.

Presidential, Jan. 1, 1902.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Portsmouth.....	3	\$29,146.48	\$2,700.00	\$5,700.00	\$174.00	\$306.52	\$9,474.50	\$18,181.02	\$10,965.46	62	In Government building.
Prairie Depot.....	3	2,235.22	1,000.00	.....	240.00	.....	.....	1,174.00	1,061.22	62	
Prospect.....	3	3,736.71	1,400.00	.....	650.00	5.68	.....	1,645.68	2,091.03	44	
Ravenna.....	3	13,014.36	2,300.00	2,482.60	189.83	7.62	2,460.96	8,017.63	4,996.73	43	
Richwood.....	3	8,869.64	1,400.00	50.00	256.75	16.88	.....	1,647.45	2,222.19	67	
Ripley.....	3	8,715.30	1,600.00	600.00	164.00	8.28	.....	2,473.63	1,241.67	67	
Rockford.....	3	2,363.26	1,200.00	.....	156.80	8.08	.....	1,357.26	1,005.96	57	
Roseville.....	3	3,600.67	1,400.00	.....	168.10	6.68	.....	1,564.86	2,035.79	52	
Sabina.....	3	2,637.38	1,200.00	60.00	150.00	9.92	.....	1,373.78	1,263.60	52	
St. Clairsville.....	3	3,687.76	1,500.00	301.30	150.00	31.52	.....	2,472.82	1,967.94	47	
St. Mary.....	3	9,012.99	1,900.00	200.00	165.00	6.96	.....	2,571.96	6,540.17	27	
St. Paris.....	3	3,123.44	1,200.00	200.00	725.00	.....	.....	1,551.48	7,476.77	50	
Salem.....	3	18,017.36	2,500.00	3,100.00	183.29	285.82	8,980.77	10,541.59	1,444.34	58	
Salineville.....	3	2,708.58	1,200.00	219.98	183.29	10.96	10,006.76	18,734.18	14,302.04	57	Do.
Sandusky.....	3	33,086.22	2,800.00	5,372.63	.....	556.79	.....	1,924.56	2,006.96	49	
Scioto.....	3	3,930.52	1,600.00	120.00	192.00	12.56	.....	1,277.19	2,372.63	35	
Scrubbing.....	3	142.75	1,125.00	.....	142.75	9.44	.....	1,397.96	1,246.08	58	
Shawnee.....	3	8,649.72	1,200.00	40.00	148.60	9.36	.....	1,246.36	2,808.60	75	
Shelby.....	3	2,644.04	2,300.00	2,623.18	600.00	161.96	2,887.88	8,473.02	5,965.80	62	
Shirley.....	3	11,281.62	2,400.00	2,982.60	183.28	15.08	.....	9,506.99	1,867.16	56	
Sidney.....	3	2,215.52	1,100.00	.....	600.00	62.73	3,511.66	1,450.33	1,692.68	47	
Sidney.....	3	15,442.79	2,400.00	2,982.60	123.12	8.88	.....	1,605.20	1,867.16	46	
Somerset.....	3	3,102.91	1,300.00	23.88	212.16	9.04	.....	1,731.20	2,113.14	45	
South Charleston.....	3	3,472.36	1,400.00	110.00	.....	.....	20,127.17	46,438.27	96,014.99	33	In Government building.
Spencerville.....	3	8,844.34	3,400.00	22,088.68	125.00	872.47	6,761.11	14,791.96	18,256.95	52	
Springfield.....	1	142,453.26	3,400.00	3,659.25	1,125.00	546.50	.....	1,373.71	1,579.68	47	
Steubenville.....	2	28,047.81	2,700.00	3,100.00	169.15	4.56	.....	1,373.71	7,620.86	48	
Swanton.....	3	2,963.39	1,100.00	20.00	51.75	1.20	.....	13,367.95	7,842.47	63	Presidential, Jan. 1, 1902.
Sycamore.....	3	1,183.31	500.00	20.00	75.00	252.16	5,894.47	13,367.95	7,842.47	63	
Tiffin.....	3	21,280.42	2,500.00	3,991.32	325.00	11.60	.....	156,894.61	225,894.61	58	
Tippecanoe City.....	3	3,743.07	1,600.00	240.00	252.16	4,545.35	85,962.86	156,894.61	225,894.61	58	
Toledo.....	1	852,442.17	3,800.00	59,676.80	2,654.56	24.40	.....	9,019.42	6,867.03	90	
Troy.....	3	4,519.70	1,700.00	300.00	228.00	60.80	2,912.97	2,371.98	4,970.12	32	
Uhrichville.....	3	15,887.05	2,400.00	8,045.65	374.10	47.88	.....	2,306.83	4,798.87	32	
Upper Sandusky.....	3	7,105.80	1,800.00	200.00	277.89	29.04	4,648.65	11,246.24	4,927.14	79	
Urbana.....	3	16,173.38	2,500.00	3,228.58	805.97	84.79	8,620.19	9,479.98	4,175.39	86	
Van Wert.....	2	13,656.37	2,400.00	3,100.00	562.00	11.04	.....	1,644.68	1,107.87	93	
Vermilion.....	3	2,632.55	1,200.00	170.00	183.64	7.52	.....	1,829.99	1,274.84	52	
Versailles.....	3	2,604.83	1,100.00	100.00	122.47	7.52	.....	1,703.48	2,406.40	41	
Wadsworth.....	3	4,068.94	1,500.00	600.00	459.90	26.56	.....	2,866.46	4,142.81	41	
Wapakoneta.....	3	7,028.27	1,500.00	.....	459.90	.....	.....	.....	.....	.....

Warren.....	2	24,442.84	2,600.00	4,256.26	650.00	297.98	4,877.10	12,181.84	12,261.00	50
Washington Court-	2	13,984.92	2,600.00	2,931.10	584.99	126.85	3,460.79	9,468.73	4,321.19	67
House.....										
Wauson.....	3	5,900.00	1,700.00	170.00	380.00	88.28	.....	2,388.28	3,561.78	40
Waverly.....	3	5,507.11	200.00	200.00	224.00	10.16	.....	1,984.16	1,662.96	54
Wellington.....	3	7,357.98	1,900.00	100.00	324.14	17.20	.....	2,341.84	5,016.64	32
Wellsville.....	2	8,168.00	2,000.00	1,400.00	360.00	51.85	.....	3,811.85	4,954.15	47
Wellsville.....	2	8,725.44	2,000.00	1,000.00	400.00	108.59	.....	8,503.59	5,221.85	40
West Carrollton.....	2	2,149.58	875.00	.....	107.08	4.64	.....	1,086.69	1,062.89	51
Westerville.....	3	3,958.83	1,400.00	100.00	214.30	10.72	.....	1,726.02	2,283.81	44
West Liberty.....	3	4,435.71	1,600.00	200.00	286.00	5.60	.....	2,101.60	2,384.11	47
Weston.....	3	3,720.22	1,400.00	.....	154.05	3.04	.....	1,584.54	1,422.79	53
West Unity.....	3	3,720.22	1,400.00	.....	154.05	2.96	.....	1,582.01	2,156.21	42
Willoughby.....	3	4,706.02	1,600.00	60.00	232.80	19.84	.....	1,912.64	2,788.38	41
Wilmington.....	3	8,006.70	1,900.00	425.00	420.00	28.06	.....	2,773.08	5,233.62	35
Winton Place.....	3	4,040.98	1,300.00	.....	79.72	15.12	.....	1,984.84	2,646.14	82
Woodfield.....	2	4,413.10	1,600.00	.....	390.00	18.06	.....	2,310.58	2,102.52	63
Wooster.....	2	15,475.70	2,400.00	3,065.20	700.83	88.84	.....	9,760.45	5,715.25	52
Wyoming.....	3	8,455.34	1,500.00	8,300.00	174.00	26.44	.....	1,699.44	1,755.90	49
Xenia.....	2	15,638.82	2,400.00	8,300.00	660.00	289.39	.....	10,802.31	4,836.51	69
Yellow Springs.....	3	8,329.76	1,200.00	.....	117.80	11.60	.....	1,329.40	2,000.36	51
Youngstown.....	3	74,663.36	3,200.00	11,580.98	.....	1,003.83	.....	85,011.46	36,651.90	51
Zanesville.....	1	60,419.86	8,100.00	12,274.46	2,250.00	1,894.08	.....	84,286.62	26,183.24	57
Total.....		6,227,945.05	442,725.00	888,912.67	98,449.17	63,427.52	1,091,529.98	2,590,044.84	3,647,900.70	41
OKLAHOMA.										
Alva.....	3	8,180.95	1,900.00	600.00	70.99	19.20	.....	2,590.19	5,590.76	32
Blackwell.....	3	7,963.43	1,800.00	150.00	245.00	19.12	.....	2,214.12	5,748.31	28
Chandler.....	3	5,800.60	1,600.00	300.00	183.67	11.20	.....	2,084.87	5,714.73	36
Cordell.....	3	7,780.58	1,700.00	60.00	128.00	.....	.....	2,874.00	4,040.58	48
Edmond.....	3	3,694.30	1,400.00	186.63	139.00	5.76	.....	1,730.89	1,908.91	47
El Reno.....	2	20,188.79	2,300.00	5,214.81	19.00	835.21	.....	9,928.81	10,260.48	46
Enid.....	2	12,853.36	2,300.00	1,900.00	59.20	280.28	.....	5,940.81	6,012.65	46
Geary.....	3	2,227.85	700.00	75.00	147.80	1.82	.....	5,926.62	1,801.33	42
Granite.....	3	608.56	350.00	.....	.....	4.20	.....	351.20	257.38	58
Guthrie.....	2	26,801.05	2,700.00	4,471.69	840.00	457.29	.....	12,768.25	14,032.80	48
Hennessy.....	2	5,756.43	1,700.00	400.00	175.77	8.56	.....	2,284.33	3,472.10	40
Kingfisher.....	2	10,647.48	2,000.00	1,500.00	64.99	40.09	.....	8,605.08	7,645.27	34
Lexington.....	3	1,249.27	550.00	40.00	13.00	1.00	.....	604.00	7,645.27	40
Mangum.....	3	5,599.81	1,400.00	81.90	81.90	10.72	.....	2,262.62	3,857.19	46
Medford.....	3	3,901.80	1,500.00	70.00	237.80	6.40	.....	1,813.70	2,086.10	46
Mountain View.....	3	1,569.92	700.00	25.00	25.00	2.72	.....	877.72	692.20	56
Mulhall.....	3	2,069.00	1,000.00	96.32	96.32	2.16	.....	1,397.48	671.52	68
Norman.....	3	5,981.41	1,700.00	210.50	210.50	12.96	.....	2,113.46	3,847.95	35
Nowata.....	3	7,542.88	1,800.00	13.44	13.44	13.44	.....	2,077.34	5,465.54	68
Okarche.....	3	1,820.35	27.50	109.60	109.60	1.60	.....	983.60	8,566.76	38
Oklahoma.....	2	64,546.04	2,800.00	7,065.74	1,000.00	702.01	.....	17,294.92	37,251.12	53
Pawhuska.....	3	1,798.15	1,000.00	300.00	174.00	2.80	.....	2,121.60	3,186.57	69
Pawnee.....	3	6,308.17	1,600.00	800.00	216.00	5.60	.....	1,236.80	5,651.85	40
Perry.....	2	10,462.34	2,200.00	2,832.60	99.80	192.82	.....	6,317.58	4,134.76	60
Ponca.....	3	8,122.39	1,800.00	500.00	44.00	17.92	.....	2,851.92	5,760.47	29

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—CON.											
Brookville.....	3	\$3,152.54	\$1,900.00	\$700.00	\$333.13	\$43.04	.....	\$2,976.17	\$5,176.37	37	
Brownville.....	3	4,932.66	1,600.00	100.00	279.50	62.96	.....	2,890.20	2,890.20	41	
Byrn Mawr.....	3	15,262.16	2,400.00	2,300.00	480.00	233.78	.....	5,413.78	9,848.38	35	
Burgets town.....	2	1,969.62	825.00	150.00	111.38	6.40	.....	1,092.78	896.84	55	Presidential, Oct. 1, 1901.
Builer.....	2	20,120.18	2,600.00	4,055.71	700.00	355.99	\$5,580.84	13,192.54	6,927.64	35	
California.....	2	4,101.94	1,400.00	.....	168.83	25.55	.....	2,512.96	2,516.55	39	
Cambridge Springs.....	3	6,953.50	1,700.00	460.00	288.00	64.98	.....	2,085.48	4,440.54	36	
Canonsburg.....	3	8,190.25	1,700.00	.....	225.00	60.43	.....	2,292.64	4,104.77	25	
Canton.....	3	6,705.17	1,700.00	200.00	340.00	127.64	.....	9,911.09	4,715.26	39	
Carbondale.....	2	14,026.35	2,400.00	2,748.90	750.00	167.57	3,844.62	12,070.55	9,151.76	68	
Carlisle.....	2	20,317.69	2,600.00	2,955.72	750.00	295.52	4,654.69	11,165.93	6,785.09	33	
Carlisle.....	2	10,972.02	2,100.00	1,566.30	485.29	105.34	.....	2,424.64	6,356.32	31	
Catawissa.....	3	7,780.96	1,900.00	70.00	410.00	44.64	.....	1,696.28	1,686.79	50	
Chambersburg.....	3	3,392.07	1,300.00	230.00	155.00	11.28	.....	2,070.55	7,518.84	62	
Chambersburg.....	2	19,589.39	2,500.00	8,155.63	958.42	276.02	5,170.48	8,032.12	8,981.51	67	In Government building.
Charlert.....	2	11,913.63	2,200.00	2,200.00	500.00	196.61	2,935.61	28,686.54	18,184.12	69	Presidential, Jan. 1, 1902.
Chester.....	2	41,570.56	2,900.00	7,830.93	471.92	471.92	17,983.69	1,736.76	1,482.07	54	
Chicora.....	3	3,217.83	1,300.00	300.00	128.80	6.96	.....	614.72	4,051.28	53	
Christiana.....	3	1,665.00	500.00	50.00	62.00	2.72	.....	8,079.92	4,005.47	43	
Clarton.....	3	7,065.39	1,800.00	900.00	860.00	19.92	.....	1,517.72	1,319.99	53	
Clayville.....	3	12,377.71	1,200.00	180.00	127.56	10.16	.....	8,703.10	9,234.16	49	
Cleatfield.....	2	17,939.25	2,400.00	2,800.00	300.00	420.08	2,785.04	1,740.40	4,446.12	28	
Clifton Heights.....	3	6,196.52	1,500.00	.....	224.00	16.40	.....	9,011.89	7,940.50	53	
Coatesville.....	2	16,962.39	2,400.00	2,704.12	776.00	188.61	2,897.43	11,026.44	2,326.10	33	
Columbia.....	2	13,351.54	2,300.00	2,632.60	646.00	6.48	5,254.23	1,554.48	1,903.48	45	
Conneautville.....	3	3,457.96	1,300.00	50.00	198.00	372.77	2,951.51	9,051.45	8,310.40	52	
Connellsville.....	2	17,361.85	2,400.00	2,639.67	697.50	68.43	763.73	5,338.46	7,274.13	42	
Conshohocken.....	2	12,612.59	2,300.00	1,665.30	540.00	44.99	.....	2,289.97	4,178.32	35	
Coraopolis.....	3	6,446.29	1,800.00	.....	424.99	860.97	4,308.15	10,867.30	4,937.62	69	
Corry.....	2	15,804.92	2,400.00	3,198.18	600.00	18.16	.....	2,569.16	4,696.06	35	Presidential, Apr. 1, 1902.
Coudersport.....	3	7,265.24	1,900.00	320.00	331.00	12.88	.....	817.88	242.60	35	Presidential, Oct. 1, 1901.
Crafton.....	3	2,006.29	825.00	12.50	42.50	12.88	.....	969.52	1,043.77	43	
Cresson.....	3	1,294.18	500.00	112.50	10.28	11.76	.....	697.04	2,115.40	54	
Crossfork.....	3	4,621.48	1,600.00	600.00	292.00	14.08	3,435.08	2,605.08	2,739.13	32	
Curwensville.....	2	11,376.95	2,200.00	2,348.90	599.10	61.14	.....	5,637.32	3,604.13	50	
Danville.....	3	6,297.49	1,500.00	.....	154.00	35.36	.....	1,885.20	1,385.61	53	
Darby.....	3	2,780.71	1,100.00	100.00	174.00	11.20	.....	1,599.98	1,832.23	55	
Dawson.....	3	2,982.21	1,300.00	50.00	208.50	41.48	.....	2,192.46	1,560.59	53	
Derry Station.....	3	3,775.05	1,500.00	500.00	174.46	18.00	.....	2,192.46	4,710.87	50	
Downtown.....	3	9,428.29	2,000.00	2,200.00	490.00	57.42	.....	4,717.42			

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1902*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—CON.											
Brookville.....	3	\$8,152.54	\$1,900.00	\$700.00	\$333.13	\$43.04	.....	\$2,976.17	\$6,176.37	37	
Brownsville.....	3	4,362.66	1,600.00	100.00	279.60	62.98	.....	2,042.46	2,890.20	41	
Byrn Mawr.....	2	15,262.16	2,400.00	2,300.00	480.00	233.78	.....	6,413.78	9,848.38	35	
Burgelstown.....	3	1,899.62	825.00	150.00	111.38	6.40	.....	1,092.78	896.84	55	Presidential, Oct. 1, 1901.
Butler.....	2	20,120.18	2,500.00	4,055.71	700.00	355.99	\$5,580.84	13,192.54	6,927.64	66	
California.....	3	4,101.94	1,400.00	.....	158.83	26.56	.....	2,512.96	2,516.55	39	
Cambridge Springs.....	3	6,855.50	1,700.00	460.00	288.00	64.96	.....	2,065.48	4,440.54	36	
Canonsburg.....	3	8,190.25	1,900.00	.....	225.00	60.48	.....	2,252.64	6,104.77	25	
Canton.....	2	5,705.17	1,700.00	200.00	340.00	167.57	3,844.62	9,911.09	3,452.53	39	
Carbondale.....	2	14,626.35	2,400.00	2,748.90	750.00	52.52	.....	11,165.98	4,715.26	68	
Carlisle.....	2	20,317.69	2,500.00	2,965.72	296.52	105.34	4,654.69	4,206.98	9,131.76	55	
Carlisle.....	2	10,972.02	2,100.00	1,666.30	485.29	44.64	.....	2,424.64	6,785.09	38	
Catawissa.....	3	7,780.96	1,900.00	70.00	410.00	11.28	.....	1,696.28	1,686.79	31	
Catawissa.....	3	3,392.07	1,300.00	280.00	155.00	276.02	5,170.48	12,070.55	7,518.84	50	
Chambersburg.....	2	19,589.39	2,500.00	8,165.63	958.42	196.51	2,935.61	8,032.12	3,881.51	62	
Charlert.....	2	11,913.63	2,200.00	2,200.00	500.00	471.92	17,988.69	28,686.54	13,184.12	67	In Government building.
Chester.....	2	41,870.66	2,900.00	7,830.93	.....	.....	.....	1,785.76	1,482.07	54	Presidential, Jan. 1, 1902.
Chicora.....	3	3,217.83	1,300.00	300.00	128.80	6.96	.....	614.72	451.28	58	
Christiana.....	3	1,066.00	500.00	.....	62.00	2.72	.....	3,079.92	4,005.47	43	
Clarton.....	3	7,085.39	1,900.00	900.00	360.00	19.92	.....	1,517.72	1,319.99	53	
Clayville.....	3	2,837.71	1,200.00	180.00	127.56	10.16	.....	8,705.10	9,234.16	49	
Cleatfield.....	2	17,989.25	2,400.00	2,800.00	300.00	420.06	2,785.04	1,740.40	4,446.12	28	
Clifton Heights.....	2	16,952.52	1,500.00	224.00	224.00	16.40	2,897.43	9,011.89	7,940.50	53	
Columbia.....	2	13,952.39	2,400.00	2,704.12	775.00	245.34	5,254.23	11,028.41	2,326.10	83	
Coatesville.....	2	13,351.54	2,300.00	2,682.60	646.00	198.51	6.48	1,554.48	1,903.48	45	
Conneautville.....	2	3,457.96	1,300.00	50.00	196.00	6.48	2,951.51	9,051.45	8,310.40	52	
Connellsville.....	2	17,831.85	2,400.00	2,639.67	697.50	372.77	788.73	5,338.46	4,178.82	42	
Conshohocken.....	2	12,612.59	2,300.00	1,666.30	640.00	68.43	.....	2,289.97	4,178.82	35	
Coraopolis.....	2	6,448.29	1,800.00	1,666.30	424.99	44.96	.....	10,867.30	4,937.62	69	
Corry.....	2	15,804.92	2,400.00	3,196.18	600.00	360.97	4,306.15	2,867.86	4,699.08	35	
Coudersport.....	2	7,285.24	1,900.00	820.00	331.00	18.16	.....	3,178.88	242.60	57	Presidential, Apr. 1, 1902.
Crafton.....	3	2,560.48	250.00	112.50	42.50	12.88	.....	909.92	1,048.77	48	Presidential, Oct. 1, 1901.
Cresson.....	3	2,006.29	825.00	112.50	10.28	11.76	.....	2,006.08	2,116.40	54	
Crowsfoot.....	3	1,294.18	500.00	.....	44.96	2.08	.....	2,506.08	2,738.13	76	
Crowsville.....	3	4,621.48	1,600.00	600.00	292.00	14.08	3,498.68	8,637.82	8,608.13	32	
Danville.....	2	11,376.95	2,200.00	2,348.90	599.10	61.14	.....	1,699.36	1,385.51	50	
Darby.....	3	5,297.49	1,500.00	.....	154.00	85.36	.....	1,385.20	1,832.23	56	
Dawson.....	3	2,780.71	1,100.00	100.00	174.00	11.20	.....	1,599.98	1,590.59	58	
Derry Station.....	3	2,982.21	1,300.00	50.00	208.50	41.48	.....	2,192.46	4,710.87	50	
Downingtown.....	3	2,982.21	1,300.00	50.00	174.40	18.00	.....	4,717.42	.....	.....
Doylestown.....	2	9,428.29	2,000.00	2,200.00	490.00	67.42	.....	.....	.....	.....

Dubois.....	19,076.84	2,400.00	8,522.12	400.00	822.54	4,888.41	11,543.07	7,553.77	61
Dunbar.....	3,871.57	1,500.00		150.50	18.32		1,683.82	2,205.75	43
Duncannon.....	3,721.54	1,400.00	250.00	108.00	18.40		1,776.40	1,946.18	48
Duquane.....	7,763.73	1,800.00		925.00	52.00		2,177.00	6,586.73	28
Duhoes.....	2,434.91	1,100.00	50.00	181.67	4.64		1,336.31	1,098.60	51
East Brady.....	4,146.50	1,500.00	100.00	104.00	13.36		1,717.36	2,429.14	41
East Downingtown.....	4,214.51	1,500.00		187.00	19.04		1,706.04	2,538.47	40
Easton.....	50,900.72	3,100.00	8,491.30	2,000.00	955.32	15,299.81	29,826.43	21,074.29	29
East Pitsburg.....	16,409.71	2,300.00	1,500.00	244.00	99.19		4,043.19	12,366.52	25
East Stroudsburg.....	5,171.14	1,600.00	300.00	250.00	36.08		2,186.08	2,985.06	42
Ebensburg.....	5,160.07	1,600.00	60.00	400.00	33.12		2,083.12	3,066.95	41
Edlystone.....	7,943.60	1,700.00	100.00	200.00	7.40		2,004.40	5,939.20	25
Edinboro.....	4,370.96	1,500.00	700.00	255.00	7.12		2,442.12	1,928.84	56
Edwardsdale.....	2,143.56	1,000.00	100.00	155.00	9.20		1,804.20	1,339.36	61
Eldred.....	3,226.13	1,300.00	180.00	153.00	9.12		1,642.12	1,583.01	51
Elizabeth.....	730.54	275.00		21.43			302.83	417.71	32
Elizabethtown.....	3,880.77	1,400.00		113.00	9.92		1,622.92	2,257.85	39
Elkland.....	2,123.74	1,100.00	10.00	196.00	4.16		1,310.16	813.58	62
Ellwood City.....	7,841.99	2,000.00	1,319.57	366.96	36.15		3,722.68	4,119.31	47
Emonton.....	4,455.96	1,600.00	250.00	250.00	16.56		2,116.56	2,339.39	47
Emporium.....	6,217.40	1,600.00	100.00	290.00	99.24		2,146.24	3,063.16	41
Emporium.....	3,923.68	1,500.00	200.00	214.00	12.56		1,926.56	1,997.12	49
Ephrata.....	94,985.78	3,300.00	18,996.90		1,062.26	27,641.25	51,200.41	43,785.37	54
Evans City.....	2,847.89	1,200.00		150.00	5.92		1,355.92	1,491.97	48
Everett.....	4,002.06	1,600.00	300.00	261.35	10.26		2,171.61	1,830.45	54
Falls Creek.....	1,485.56	1,600.00		99.44	6.76		1,656.08	886.76	66
Fayette City.....	2,492.84	1,200.00	220.00	224.00	12.08		1,876.72	1,902.17	47
Forest City.....	3,778.89	1,500.00		350.00	26.72		1,876.72	1,947.30	47
Forest City.....	3,501.80	1,400.00		246.00	8.00		1,654.00	2,415.67	47
Fort Washington.....	4,170.89	1,700.00		40.00	14.72		1,764.72	2,415.67	47
Franklin.....	27,296.13	2,600.00	3,486.95	879.76	337.45	5,459.91	12,314.07	14,482.06	45
Freedom.....	3,874.53	1,400.00	80.00	250.00	19.60		1,749.60	2,124.93	45
Freeland.....	4,809.88	1,600.00		240.00	17.20		1,857.20	2,952.68	39
Freeport.....	3,884.66	1,400.00		145.00	22.16		1,567.16	1,317.50	46
Gaileton.....	5,043.53	1,600.00	620.00	209.68	15.12		2,344.80	2,698.78	46
Gallitzin.....	4,462.58	1,900.00	248.92	599.03	45.92		1,504.56	1,958.02	62
Gettysburg.....	9,995.93	2,200.00	2,248.92	599.03	45.92	1,134.85	6,228.72	3,767.21	62
Girard.....	2,820.14	1,200.00	40.00	162.00	6.20		1,407.20	1,412.94	50
Grandville.....	2,445.01	1,200.00		194.00	28.16		1,424.16	1,020.85	58
Glen Rock.....	3,272.62	1,200.00		116.00	6.76		1,321.76	1,960.76	40
Greencastle.....	3,259.11	1,400.00	200.00	244.15	14.16		1,858.31	1,400.90	57
Greensburg.....	25,971.37	2,600.00	8,800.00	1,000.00	587.99	5,669.82	13,667.31	12,314.06	53
Greenville.....	14,818.48	2,800.00	3,074.11	498.00	206.00	2,612.96	8,691.07	6,127.41	58
Grove City.....	7,002.61	1,800.00	4.16	217.00	44.04		2,065.20	4,937.41	29
Hallstead.....	673.63	500.00		36.76	2.40		1,727.76	1,137.76	81
Hanover.....	3,267.68	1,400.00	110.00	196.00	15.28		1,721.28	1,536.90	53
Hanover.....	12,403.80	2,300.00	2,324.82	542.97	153.72		5,281.51	7,121.79	96
Harrisburg.....	134,946.31	3,400.00	20,894.56		1,478.06	22,836.64	48,099.25	86,247.06	96
Hastings.....	2,453.44	1,300.00	60.00		4.72		1,599.52	983.92	64
Hatboro.....	1,072.96	550.00		194.80	4.88		3,618.88	464.08	57
Haverford.....	10,086.29	2,100.00	1,828.27	300.00	89.92		3,813.19	6,277.10	58
Hawley.....	3,046.90	1,300.00	1,170.00	183.24	9.44		1,662.68	1,862.62	55

Presidential, Apr. 1, 1902.

In Government building.

Presidential, Jan. 1, 1902.

Do.

In Government building.

Presidential, Jan. 1, 1902.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1908—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—c'td.											
Hazleton.....	2	\$22,601.96	\$2,600.00	\$3,766.39	\$900.00	\$241.75	\$6,207.37	\$13,715.51	\$8,886.45	61	
Holidaysburg.....	3	6,201.00	1,900.00	60.00	328.50	42.96	.....	2,231.46	3,969.54	36	
Homestead.....	2	14,798.62	2,300.00	2,000.00	600.00	306.22	4,069.18	9,276.40	5,522.22	63	
Honesdale.....	2	10,622.45	2,100.00	2,200.00	500.00	42.72	.....	4,842.72	5,779.73	46	
Houtzdale.....	3	3,326.77	1,500.00	40.00	220.05	16.66	.....	1,776.71	1,550.06	53	
Hughesville.....	3	5,136.94	1,500.00	110.00	238.00	8.98	.....	1,856.88	3,279.22	36	
Hummelstown.....	3	2,762.84	1,300.00	50.00	115.00	11.60	.....	1,476.60	1,286.24	53	
Huntingdon.....	2	17,458.98	2,500.00	2,500.00	600.00	129.17	3,468.66	9,297.83	8,161.10	53	
Indiana.....	2	14,688.45	2,200.00	2,949.89	800.00	119.14	2,717.10	8,686.63	6,002.82	59	
Irwin.....	3	6,682.76	1,800.00	180.00	460.00	51.76	.....	2,501.76	4,181.00	37	
Jamestown.....	3	1,096.38	1,000.00	.....	59.57	2.56	.....	634.25	562.13	51	Presidential, Jan. 1, 1902.
Jeanette.....	3	8,497.26	1,900.00	.....	357.20	80.08	.....	2,387.28	6,109.98	28	
Jenkintown.....	3	6,891.98	1,800.00	.....	460.00	45.68	.....	2,305.68	4,586.30	33	
Jermyn.....	3	2,896.21	1,200.00	.....	125.60	8.40	.....	1,384.00	1,562.21	46	
Jersey Shore.....	3	4,498.43	1,500.00	.....	224.00	22.40	.....	1,746.40	2,750.08	39	
Johnsonburg.....	3	6,792.78	1,800.00	.....	420.00	28.08	.....	2,598.08	4,194.70	38	
Johnstown.....	3	54,496.27	3,100.00	6,239.62	1,400.00	785.61	18,686.54	35,211.97	29,284.30	46	
Kane.....	2	13,012.07	2,800.00	3,132.60	864.62	447.71	2,462.51	9,197.44	3,814.63	71	
Kennett Square.....	3	6,766.29	1,700.00	500.00	366.00	18.00	.....	2,524.00	4,242.29	37	
Kingston.....	3	4,148.81	1,300.00	3,082.60	550.00	252.51	3,600.28	9,580.15	2,769.47	78	
Kittanning.....	2	12,839.62	2,800.00	800.00	160.00	38.92	.....	1,763.92	1,308.88	56	
Knoxville.....	3	8,697.25	1,900.00	200.00	180.00	97.27	.....	1,933.60	1,968.77	37	
Kutztown.....	3	8,892.87	1,500.00	12,247.00	226.00	7.60	.....	81,073.48	68,944.61	37	In Government building.
Lancaster.....	3	85,018.09	3,200.00	8,500.00	282.11	661.65	14,974.68	2,318.11	3,546.51	40	
Lansdale.....	3	6,864.62	1,700.00	350.00	520.00	36.00	.....	7,578.92	9,511.88	44	
Lansdowne.....	2	17,099.61	2,800.00	2,248.92	220.00	431.24	2,078.76	7,744.48	2,785.88	39	
Latrobe.....	2	32,146.77	2,500.00	1,976.01	500.00	806.91	2,899.07	7,840.99	4,107.78	64	
Lebanon.....	2	1,165.56	2,700.00	4,265.20	680.43	30.24	7,524.13	16,144.76	16,020.80	50	
Lechburg.....	3	6,106.11	1,600.00	190.00	348.00	29.68	.....	2,128.24	3,941.87	41	
Lehighon.....	3	6,040.11	1,700.00	150.00	345.00	22.68	.....	2,264.68	5,775.43	37	
Lewisburg.....	3	11,123.49	2,400.00	1,432.60	597.69	47.78	.....	3,978.02	7,150.47	36	
Lewisport.....	2	17,643.26	2,800.00	2,248.92	100.00	399.78	2,624.87	8,273.07	9,370.19	71	
Libonia.....	2	7,694.11	1,500.00	1,000.00	118.00	11.76	.....	5,123.75	4,569.96	41	
Ligonier.....	3	2,677.08	1,300.00	50.00	164.00	16.24	.....	1,685.64	1,111.41	61	
Linsville.....	3	8,240.98	1,800.00	150.00	245.02	11.12	.....	1,547.42	1,723.56	60	
Lititz.....	3	8,274.38	2,400.00	.....	265.00	10.80	.....	1,710.12	1,578.74	61	
Littletown.....	3	17,368.68	2,400.00	3,246.23	780.00	844.50	8,766.96	10,639.71	6,728.92	51	Presidential, Jan. 1, 1902.
Lockhaven.....	3	8,196.08	1,400.00	10.00	242.00	8.04	.....	1,620.08	1,668.00	51	
Lykens.....	3	2,917.92	1,800.00	.....	160.62	7.84	.....	1,468.46	1,449.46	50	

McDonald	5,648.41	1,500.00	4,500.00	295.91	31.12	1,947.01	1,947.01	8,801.38	38
McKeesport	85,001.36	1,900.00	1,900.00	1,900.00	1,022.42	24,876.43	24,876.43	10,524.93	70
McKees Rocks	10,381.90	2,000.00	2,000.00	2,000.00	86.28	2,206.14	2,206.14	8,028.86	22
Malvern City	10,288.96	1,800.00	1,800.00	1,800.00	86.28	1,445.31	1,445.31	8,879.65	86
Malvern	6,068.88	1,200.00	1,200.00	1,200.00	16.24	2,666.24	2,666.24	1,002.44	73
Mansfield	2,145.06	1,700.00	160.00	175.00	8.54	1,503.64	1,503.64	1,982.74	51
Marietta	2,385.67	1,700.00	130.00	189.00	4.00	2,162.56	2,162.56	3,891.67	35
Marietta	2,505.52	1,700.00	140.00	250.00	24.56	1,488.00	1,488.00	8,901.67	63
Marionville	9,568.82	2,000.00	1,400.00	418.63	153.05	2,104.56	2,104.56	3,400.96	38
Mauch Chunk	29,579.43	2,700.00	5,987.75	1,508.71	464.85	17,836.36	17,836.36	6,597.17	42
Mauch Chunk	8,918.63	2,000.00	2,000.00	475.00	87.04	4,512.04	4,512.04	11,748.07	42
Mechanicsburg	11,289.72	1,700.00	2,432.60	630.00	26.56	8,085.90	8,085.90	3,155.82	51
Media	6,904.61	1,700.00	100.00	158.26	10.40	2,405.68	2,405.68	3,508.98	72
Merer	8,749.87	1,700.00	300.00	390.00	62.24	1,768.68	1,768.68	1,990.69	47
Merersburg	6,984.78	1,700.00	150.00	234.97	35.60	2,393.60	2,393.60	3,539.18	40
Maryshtadale	8,810.12	1,900.00	150.00	190.00	6.24	2,787.21	2,787.21	6,622.91	26
Marysville	6,610.96	1,900.00	150.00	188.00	86.60	1,724.60	1,724.60	1,874.72	48
Marysville	2,911.84	1,200.00	200.00	78.00	84.24	1,888.81	1,888.81	1,874.72	53
Mifflin	2,911.84	1,200.00	200.00	78.00	84.24	1,888.81	1,888.81	1,874.72	53
Mifflin	4,277.99	1,500.00	210.00	166.80	11.92	1,315.64	1,315.64	2,899.18	59
Millersburg	2,616.98	1,100.00	120.00	87.00	8.64	8,066.46	8,066.46	9,205.20	44
Millsville	17,231.66	2,400.00	2,500.00	690.00	269.32	2,271.44	2,271.44	1,989.09	50
Milroy	4,260.53	1,500.00	30.00	216.00	17.44	1,569.20	1,569.20	8,066.46	47
Minerva	8,675.55	1,800.00	80.00	250.00	58.20	1,903.20	1,903.20	2,106.35	43
Monaca	7,439.30	1,800.00	80.00	250.00	58.20	1,903.20	1,903.20	2,106.35	26
Monaca	7,561.54	1,800.00	80.00	250.00	58.20	1,903.20	1,903.20	2,106.35	26
Monongahela	8,253.61	1,800.00	70.00	372.75	78.60	2,426.35	2,426.35	1,135.19	32
Monroeville	8,740.47	1,800.00	30.00	196.00	7.36	1,513.36	1,513.36	1,740.25	47
Montgomery	6,826.27	1,700.00	450.00	283.49	9.36	2,450.44	2,450.44	8,066.46	39
Montrose	11,353.98	2,200.00	2,400.00	560.00	162.12	7,848.51	7,848.51	8,066.46	39
Mount Carmel	8,978.28	2,400.00	200.00	219.00	10.88	1,829.88	1,829.88	1,548.40	69
Mount Jewett	6,887.80	1,400.00	10.00	142.01	12.00	1,664.01	1,664.01	3,723.79	51
Mount Oliver	1,241.95	1,500.00	10.00	86.00	10.00	5,696.00	5,696.00	6,455.95	43
Mount Pleasant	8,799.56	2,000.00	1,000.00	311.70	67.07	8,388.77	8,388.77	6,455.95	38
Mount Pleasant	1,542.49	1,500.00	125.00	94.00					

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—c'd.										
New Wilmington.....	3	\$2,744.45	\$1,200.00	\$5,100.00	\$150.00	\$8.64	\$1,538.64	\$1,885.81	50	Presidential, Jan. 1, 1902.
Norristown.....	2	34,357.54	2,800.00	.....	1,400.00	716.54	18,762.95	16,594.59	46	
Northampton.....	3	2,848.46	1,100.00	.....	146.00	6.52	1,251.52	1,597.94	49	
North Clarendon.....	3	2,941.29	1,300.00	40.00	161.00	4.40	1,505.40	1,435.89	51	
Northeast.....	3	9,985.06	1,800.00	200.00	443.75	32.53	2,756.28	4,018.78	48	
Northumberland.....	3	1,900.00	1,300.00	.....	240.00	17.20	1,757.20	4,018.78	48	
North Wales.....	3	2,583.80	1,200.00	40.00	110.00	13.04	1,715.44	2,368.36	56	
Oakmont.....	3	2,721.84	1,200.00	.....	135.00	3.44	1,710.44	2,368.36	56	
Oriont.....	3	40,175.73	2,800.00	5,408.70	1,393.74	593.91	17,998.52	22,177.20	44	
Oil City.....	2	4,692.43	1,200.00	55.06	281.74	28.51	1,812.56	2,879.84	39	
Owington.....	3	3,784.27	1,400.00	.....	145.00	6.54	1,551.58	2,232.71	41	
Owreth Mills.....	3	3,192.27	1,400.00	240.00	240.00	26.00	1,906.00	1,286.27	61	
Oxford.....	3	4,025.08	1,300.00	.....	200.00	40.00	1,840.00	2,075.08	37	
Park.....	3	3,248.08	1,700.00	450.00	226.00	19.60	2,405.60	8,622.46	40	
Park Landing.....	3	3,739.60	1,400.00	90.00	105.00	7.41	1,602.41	1,645.59	42	
Parkside.....	3	3,405.57	1,400.00	100.00	140.50	17.75	1,584.25	2,171.34	45	
Parkville.....	3	4,580.37	1,600.00	100.00	287.50	14.32	2,001.82	2,587.55	44	
Penn Argy.....	3	2,085.84	1,100.00	.....	156.15	10.88	1,267.08	1,818.71	61	
Penn Argy.....	3	3,824.21	1,300.00	.....	174.00	9.44	1,483.44	1,840.77	45	
Perkasie.....	3	1,210.39	1,000.00	.....	3.00	4.40	407.80	1,402.59	34	Presidential, Apr. 1, 1902.
Perkasie.....	3	2,732.35	1,100.00	52.00	150.00	11.76	1,313.76	1,438.59	48	
Philadelphia.....	1	4,151,809.22	6,000.00	788,390.17	59,598.55	50,751.99	1,879,764.09	2,272,045.13	45	In Government building.
Phoenixville.....	2	10,732.16	2,200.00	1,948.91	425.00	36.16	4,610.07	6,122.09	43	
Phoenixville.....	2	14,183.83	2,300.00	3,000.00	700.00	297.84	5,222.35	8,961.48	72	
Pinegrove.....	3	1,074.05	500.00	.....	43.71	6.56	550.27	523.78	51	Presidential, Jan. 1, 1902.
Pittsburg.....	3	3,059.08	1,100.00	.....	164.00	30.80	1,294.80	1,764.28	42	
Pittsburg.....	3	1,214,018.28	6,000.00	164,417.09	5,300.00	17,338.85	401,710.33	812,307.95	33	In Government building
Pittston.....	2	18,678.56	2,500.00	8,865.22	900.00	122.27	7,303.65	8,967.42	79	
Plymouth.....	3	7,944.33	1,900.00	.....	480.00	108.32	1,986.16	1,749.17	78	
Port Allegany.....	3	5,293.73	1,600.00	120.00	200.00	18.32	1,388.32	3,905.41	87	
Pottstown.....	2	19,051.17	2,500.00	8,100.00	800.00	152.63	11,812.75	7,238.42	62	Do.
Pottsville.....	2	23,969.72	2,700.00	1,416.80	608.22	10,188.54	18,629.36	11,440.36	62	
Punxsutawney.....	2	9,868.17	2,200.00	1,416.80	608.22	10,188.54	18,629.36	11,440.36	62	
Quakertown.....	1	2,785.98	1,300.00	.....	384.00	19.04	1,559.04	5,775.82	41	
Reading.....	3	115,271.94	3,300.00	15,297.28	140.00	1,268.58	67,090.66	58,181.26	56	Do.
Red Lion.....	3	1,652.10	750.00	.....	87.00	2.96	789.96	812.14	51	Presidential, Oct. 1, 1901.
Renovo.....	3	5,785.42	1,700.00	300.00	226.00	30.86	2,054.96	3,730.46	35	
Reynoldsville.....	3	5,770.20	1,700.00	300.00	226.00	30.86	2,054.96	3,730.46	35	
Richland Center.....	3	3,844.70	1,400.00	110.00	146.00	13.44	1,669.84	2,174.86	43	

	Presidential, Jan. 1, 1902.	Do.	In Government building.	Presidential, Jan. 1, 1902.	Presidential, Oct. 1, 1901.	Presidential, Apr. 1, 1902.
10,943.98	2,200.00	3,165.83	600.00	220.94	8,813.17	2,630.81
1,065.10	1,000.00	100.00	150.41	14.24	514.24	1,562.96
2,988.73	1,200.00	1,922.78	300.00	168.04	1,985.37	1,083.98
11,543.91	2,200.00	1,922.78	300.00	168.04	5,023.29	6,520.62
8,965.79	1,800.00	1,900.00	384.00	29.65	1,537.28	1,828.51
9,797.19	2,000.00	1,900.00	183.96	29.65	4,837.65	5,483.54
2,459.27	1,000.00	300.00	283.56	10.62	1,264.08	1,108.24
10,158.87	1,800.00	300.00	283.56	17.04	2,515.08	7,443.79
8,841.49	1,800.00	100.00	122.83	17.04	1,489.37	2,402.12
2,159.44	1,000.00	100.00	160.00	5.04	1,855.04	808.40
18,159.36	2,800.00	1,505.83	451.07	290.59	5,584.24	675.68
8,803.00	1,400.00	26.63	238.00	18.64	1,683.27	2,119.73
12,915.85	1,000.00	1,500.00	380.00	59.92	4,019.22	8,895.43
282,879.43	5,600.00	25,520.57	673.83	2,105.06	79,815.06	153,064.35
8,900.44	1,500.00	500.00	205.00	6.58	2,137.24	1,793.20
3,416.05	1,200.00	104.95	140.00	6.58	1,541.51	1,874.55
11,880.76	2,800.00	2,060.06	309.79	248.38	8,118.74	3,712.00
17,831.77	2,500.00	2,992.00	683.15	254.12	12,847.89	4,466.88
29,796.68	2,500.00	3,579.98	1,000.00	447.05	11,989.27	17,855.41
17,020.04	2,800.00	1,165.54	841.90	155.11	11,604.54	11,604.54
4,210.04	1,400.00	100.00	164.00	53.32	1,707.32	2,592.72
3,894.30	1,400.00	140.00	107.38	6.88	1,654.28	2,246.04
11,691.25	2,800.00	2,100.00	600.00	259.28	9,603.76	2,857.50
1,154.18	1,500.00	100.00	510.00	4.48	704.48	2,446.70
8,395.90	1,900.00	600.00	400.00	27.61	2,987.61	5,456.29
6,428.98	1,800.00	200.00	294.00	28.92	2,257.92	4,177.01
2,788.00	1,200.00	210.00	94.00	6.56	1,510.56	1,277.44
5,237.08	1,900.00	50.00	230.00	25.28	1,905.28	3,331.75
9,925.37	1,900.00	640.00	480.00	44.16	3,044.16	4,891.21
2,594.94	1,000.00	150.00	150.00	7.60	1,407.60	1,189.34
2,226.94	2,800.00	2,482.69	730.00	206.37	11,696.23	13,318.30
3,904.54	1,500.00	75.00	67.88	10.32	1,053.17	1,173.77
537.65	250.00	.....	207.53	15.36	1,723.19	2,181.95
4,838.27	1,600.00	150.00	43.50	9.52	296.46	261.19
14,909.86	2,300.00	2,152.07	288.76	318.47	2,028.27	2,510.00
8,244.29	1,900.00	350.00	600.00	44.56	9,138.74	5,776.12
13,685.09	2,800.00	2,900.00	296.00	842.33	5,664.73	6,564.73
7,164.19	1,800.00	500.00	886.50	80.24	9,590.42	4,272.67
7,946.46	1,800.00	240.00	240.00	39.68	2,716.74	4,447.45
3,246.35	1,100.00	123.00	240.00	36.48	2,079.68	5,866.78
7,246.46	1,100.00	390.00	294.00	63.92	1,259.48	1,966.87
16,283.19	1,700.00	200.00	380.00	67.90	2,531.90	4,716.56
4,335.31	1,200.00	200.00	265.91	8.48	2,123.92	2,310.27
2,500.92	1,000.00	200.00	1,200.76	7.20	2,074.39	2,972.96
19,244.53	2,500.00	8,154.84	986.06	848.98	11,876.17	7,868.38
13,404.07	2,500.00	3,004.70	506.00	54.08	9,019.59	4,430.48
13,404.07	2,500.00	3,004.70	506.00	54.08	9,019.59	4,430.48
4,542.50	1,600.00	200.00	335.00	11.60	2,146.60	2,396.90
4,982.16	1,600.00	200.00	250.00	16.00	2,066.00	2,916.16
4,705.56	1,500.00	120.00	244.00	120.00	1,894.40	2,811.16
18,305.87	2,500.00	5,300.00	900.00	238.34	13,912.89	4,392.98

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—c'td.											
Union City.....	2	\$10,159.14	\$2,000.00	\$2,000.00	\$450.00	\$57.76	.....	\$4,517.76	\$5,641.38	44	
Uniontown.....	2	21,832.34	2,500.00	2,945.90	500.00	501.45	.....	9,972.63	11,859.66	46	
Vandergrift.....	2	12,584.87	2,200.00	1,400.00	406.88	74.77	.....	3,780.65	8,764.22	30	
Vernona.....	2	4,593.04	1,500.00	40.00	171.00	22.80	.....	1,733.90	2,859.24	38	
Warren.....	2	35,905.66	2,900.00	4,000.00	1,000.00	322.23	4,999.33	13,221.56	22,684.10	37	
Washington.....	2	31,831.63	2,700.00	6,103.26	700.00	516.69	7,999.01	17,018.96	14,812.67	53	
Waterford.....	2	4,186.28	1,000.00	.....	124.00	5.28	.....	1,129.28	3,057.00	27	
Watsontown.....	3	3,561.40	1,500.00	110.00	200.00	18.15	.....	1,828.16	1,733.24	51	
Wayne.....	2	14,704.62	2,400.00	2,400.00	450.00	447.05	1,748.61	8,075.65	6,630.96	55	
Waynesburg.....	2	15,426.81	2,500.00	2,545.38	600.00	147.28	3,281.69	9,074.50	6,352.31	59	
Weatherly.....	2	10,033.80	2,000.00	1,668.48	449.16	58.46	.....	4,201.10	5,832.70	42	
Wellsboro.....	2	2,932.34	1,300.00	1,700.00	177.00	9.07	.....	1,496.07	1,406.27	51	
West Chester.....	2	9,167.69	2,000.00	4,450.00	600.00	174.77	.....	4,474.77	4,692.92	49	
West Grove.....	2	30,824.92	2,700.00	4,450.00	1,500.00	541.95	5,255.38	14,447.34	16,377.58	47	
West Newton.....	2	2,922.23	1,200.00	425.00	196.00	4.16	.....	1,825.16	1,097.07	62	
Westfield.....	2	13,750.06	2,400.00	1,900.00	457.50	16.78	.....	4,754.28	8,995.80	35	
Whitehaven.....	3	6,876.06	1,700.00	60.00	279.66	33.12	.....	2,072.73	4,802.88	30	
Wilkesbarre.....	3	8,261.84	1,300.00	400.00	166.00	14.16	.....	1,850.16	1,831.78	58	
Williamsport.....	1	80,583.89	3,200.00	12,356.38	2,015.74	1,197.63	22,664.79	42,047.76	38,138.13	33	In Government building.
Williamstown.....	2	73,324.24	3,200.00	11,300.00	675.66	675.66	15,109.08	30,282.69	49,102.83	38	
Winemond.....	2	12,384.55	2,200.00	1,400.00	176.55	15.12	.....	1,859.07	1,136.95	35	
Wrightsville.....	3	10,684.75	2,100.00	1,400.00	390.00	97.12	.....	2,077.12	6,604.11	37	
Wyndham.....	3	5,031.12	1,700.00	210.00	210.00	14.88	.....	2,274.88	3,133.31	54	
Wyoming.....	3	2,973.36	1,000.00	.....	142.00	14.88	.....	1,926.88	1,894.23	59	
Wyncote.....	3	4,243.17	1,500.00	200.00	180.00	28.30	.....	1,571.88	2,523.97	40	
York.....	3	2,200.08	1,000.00	.....	78.58	9.59	.....	1,083.50	1,115.58	50	
Yungville.....	1	66,464.53	3,100.00	8,962.80	35.50	649.09	14,405.17	27,137.06	39,327.47	41	Do.
Zelienople.....	3	66,993.40	500.00	48.11	134.00	2.80	.....	1,537.41	39,405.99	59	Presidential, Jan. 1, 1902.
	3	2,598.25	1,400.00	.....	.....	8.08	.....	1,542.08	1,065.17	59	
Total.....	.....	9,312,997.87	600,775.00	1,442,194.35	183,915.24	114,569.81	1,888,000.57	4,179,455.07	5,133,442.80	45	
PORTO RICO.											
Arecibo.....	3	2,888.98	1,000.00	150.00	148.50	2.32	.....	1,300.82	1,588.11	45	
Mayaguez.....	3	6,503.74	1,700.00	1,507.60	426.68	.....	2,578.47	6,011.76	508.01	109	Deficiency.
Ponce.....	3	10,973.08	2,100.00	8,492.61	1,067.35	198.89	3,529.06	8,529.06	615.12	94	
San Juan.....	2	29,643.98	2,700.00	14,280.00	1,065.56	273.79	4,846.63	21,766.98	7,877.00	73	
Total.....	.....	49,009.68	7,500.00	19,430.21	1,768.09	475.00	10,254.16	39,427.46	9,582.22	80	

RHODE ISLAND.																			
Arctic	3	2,959.44	1,000.00	175.00	13.06	.....	1,188.06	1,771.88	40	Presidential, Apr. 1, 1902.								
Auburn	3	471.77	250.00	35.58	6.00	.....	291.58	1,180.19	62	In Government building.								
Bristol	2	9,542.78	2,100.00	.....	192.64	2,291.80	6,584.44	2,968.84	69									
Central Falls	2	16,298.62	2,200.00	261.88	139.86	6,113.80	10,860.74	5,428.88	67										
East Greenwich	2	6,465.01	2,000.00	460.00	44.16	.....	6,982.81	8,160.85	42									
East Providence	2	10,114.81	2,000.00	460.00	73.04	3,899.27	6,982.81	8,162.50	69										
Lincoln	3	3,368.88	1,300.00	79.28	19.44	.....	1,898.72	1,970.21	42	Presidential, Apr. 1, 1902.								
Lonsdale	3	8,620.29	2,500.00	39.94	3.92	.....	288.86	1,228.43	56									
Manville	3	6,241.04	1,700.00	368.00	78.56	.....	2,687.21	3,606.83	42									
Narragansett Pier	1	58,107.75	3,100.00	.....	962.08	15,949.58	30,247.77	27,969.98	52	In Government building.								
Newport	3	8,222.70	1,300.00	146.00	17.92	.....	1,463.92	1,758.78	45	Do.								
Pawtucket	3	62,019.08	3,100.00	.....	699.84	18,618.86	83,778.70	28,245.88	54									
Peace Dale	3	2,512.92	1,100.00	.....	16.64	.....	1,187.64	1,326.88	51								
Phillipsdale	3	2,698.84	1,300.00	71.00	6.96	.....	1,371.96	1,326.88	51									
Providence	3	447,400.92	3,900.00	1,975.00	6,474.12	94,358.37	177,681.28	269,769.64	40	Do									
Riverpoint	3	8,183.96	1,200.00	169.00	13.52	.....	1,382.52	1,901.46	44									
Savilleville	3	8,690.20	1,400.00	100.00	6.00	.....	1,506.00	2,174.20	41									
Valley Falls	3	2,266.49	1,100.00	143.58	20.48	.....	1,284.06	1,002.43	56									
Waketield	3	8,739.30	1,600.00	275.00	20.82	.....	2,045.82	1,983.98	55									
Warren	3	5,085.69	1,600.00	294.00	33.52	.....	1,927.52	3,108.17	58									
Westerly	2	17,915.51	2,500.00	960.00	873.88	.....	12,231.51	6,684.00	68									
Wickford	2	2,462.01	1,100.00	135.00	19.44	.....	1,304.44	1,157.57	53									
Woonsocket	2	30,908.97	2,700.00	1,084.03	643.87	.....	19,873.23	11,085.74	64	In Government building.								
Total	.....	700,133.00	39,500.00	7,327.29	9,873.27	157,229.70	319,701.95	380,431.05	45									
SOUTH CAROLINA.																			
Abbeville	3	4,511.71	1,600.00	275.00	30.16	.....	1,981.81	2,529.90	44									
Aiken	3	7,328.57	1,800.00	399.99	69.76	.....	2,509.48	4,819.09	34									
Anderson	2	10,449.96	2,100.00	550.00	43.92	.....	4,618.38	5,831.57	57									
Bamberg	3	2,654.90	1,300.00	38.81	11.76	.....	1,523.07	1,131.83	44									
Barnwell	3	3,043.72	1,400.00	60.00	12.88	.....	1,669.54	1,874.18	55									
Beaufort	4	4,719.47	1,600.00	286.00	30.56	.....	1,966.56	2,752.91	42									
Bennettsville	3	4,078.90	1,600.00	300.00	20.08	.....	2,270.08	1,908.82	56									
Bennettsville	3	4,078.90	1,600.00	300.00	20.08	.....	2,270.08	1,908.82	56									
Camden	3	6,290.41	1,700.00	220.00	33.44	.....	2,213.24	3,077.17	42									
Charleston	1	107,414.13	3,300.00	16,407.89	1,775.13	22,762.48	44,245.00	63,169.13	41	In Government building.									
Cheraw	3	2,660.91	1,300.00	109.00	8.32	.....	1,567.32	1,093.59	59									
Chester	3	6,403.96	1,700.00	283.80	42.16	.....	2,245.96	4,158.00	35									
Clemson College	3	2,318.99	1,100.00	96.00	4.00	.....	1,240.00	1,078.99	58									
Columbia	3	8,894.16	1,400.00	275.00	10.96	.....	1,725.96	1,668.20	51	Do.								
Clinton	3	8,894.16	1,400.00	275.00	10.96	.....	1,725.96	1,668.20	51									
Darlington	3	6,129.92	1,700.00	310.00	30.00	.....	2,140.00	8,969.92	35									
Dillon	3	1,826.97	1,200.00	106.25	6.20	.....	1,048.96	778.02	57	Presidential, Oct. 1, 1901.								
Edgefield	3	2,655.62	1,200.00	109.00	9.62	.....	1,468.52	1,187.10	56									
Florence	3	6,108.85	1,800.00	109.00	36.52	.....	2,591.52	3,617.33	42									
Gaffney	3	4,935.97	1,800.00	280.00	31.44	.....	2,071.44	2,864.53	42									
Georgetown	3	7,466.61	1,800.00	160.00	44.88	.....	2,432.88	5,433.73	31									
Greenville	2	20,518.52	1,800.00	310.00	290.41	5,980.56	12,423.49	8,095.08	61	In Government building.									
Greenwood	3	7,381.03	1,800.00	380.00	33.44	.....	2,363.44	5,017.59	61									

No. 10. Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
SOUTH CAROLINA—c't'd.											
Lancaster.....	3	\$3,163.93	\$1,400.00	\$77.50	\$206.00	\$15.52	\$1,698.02	\$1,465.91	54	Presidential, Oct. 1, 1901.
Laurens.....	3	6,235.57	1,600.00	200.00	230.00	24.80	.....	2,054.80	3,180.77	39
Manning.....	3	2,071.00	1,825.00	.....	57.50	9.28	.....	891.78	1,179.22	43
Marion.....	3	3,621.94	1,400.00	150.00	243.83	16.16	.....	1,809.99	1,711.85	51
Newberry.....	3	6,869.84	1,800.00	300.00	296.68	30.56	.....	2,427.24	4,462.60	38
Orangeburg.....	3	7,306.67	1,900.00	470.00	366.00	44.16	.....	2,770.16	4,538.51	54
Pelzer.....	3	2,827.16	1,300.00	.....	203.40	15.12	.....	1,518.52	1,308.64	54
Rockhill.....	2	8,721.28	2,000.00	1,000.00	358.00	51.45	.....	3,409.45	5,311.83	39
Seneca.....	3	2,238.08	1,000.00	140.00	100.00	8.32	.....	1,248.32	989.76	56
Spartanburg.....	2	19,382.52	2,500.00	3,682.53	300.00	361.48	\$4,633.33	11,477.34	7,905.18	59	
Summerville.....	3	4,006.97	1,500.00	100.00	245.00	29.68	.....	1,834.68	2,172.29	46
Sumter.....	2	10,761.72	2,100.00	1,400.00	640.00	69.36	.....	4,099.36	6,662.36	38
Union.....	3	6,517.81	1,600.00	250.00	231.25	66.32	.....	2,137.57	3,379.74	39
Walterboro.....	3	2,269.88	1,100.00	200.00	91.00	21.87	.....	1,412.87	857.01	62
Winnabow.....	3	3,368.70	1,500.00	80.00	179.78	13.12	.....	1,772.90	1,596.80	53
Yorkville.....	3	8,602.28	1,500.00	140.00	169.00	9.76	.....	1,808.76	1,793.52	50
Total.....		359,423.55	63,150.00	40,504.51	8,743.94	4,173.83	42,658.75	159,286.03	200,137.52	41	
SOUTH DAKOTA.											
Aberdeen.....	2	21,936.70	2,500.00	3,232.60	493.38	253.28	9,282.20	12,654.50	42	Presidential, Oct. 1, 1901.
Alexandria.....	3	2,867.03	1,200.00	.....	174.00	2.00	.....	1,376.00	1,491.03	48
Arlington.....	3	1,877.19	1,750.00	13.23	123.00	.....	.....	891.23	1,986.92	49
Armour.....	3	4,273.06	1,600.00	300.00	206.84	5.93	.....	2,011.52	2,263.54	47
Beresford.....	3	3,673.05	1,400.00	30.00	138.66	1.44	.....	1,624.96	2,048.06	44
Bowdle.....	3	2,172.51	1,300.00	180.00	166.00	5.93	.....	1,646.64	925.87	67
Briggewater.....	3	1,043.38	1,200.00	.....	182.00	5.38	.....	1,457.38	1,622.96	57
Britton.....	3	6,097.23	1,700.00	60.00	156.00	1.38	.....	2,282.87	3,814.36	37
Brookings.....	3	6,003.32	1,700.00	83.15	400.00	9.78	.....	2,132.16	3,871.16	32
Canton.....	3	4,954.60	1,500.00	70.00	354.00	8.16	.....	1,932.40	2,992.20	44
Chamberlain.....	3	3,964.71	1,400.00	170.00	290.30	2.40	.....	2,064.72	1,900.99	52
Charlesburg.....	3	1,570.25	1,400.00	300.00	360.00	6.72	.....	1,688.00	1,882.25	47
Clark.....	3	8,570.25	1,400.00	120.00	166.00	2.00	.....	1,690.46	1,882.25	47
Clearlake.....	3	1,181.83	1,550.00	20.00	99.50	0.98	.....	1,678.00	1,511.47	57
Custer.....	2	2,643.92	1,100.00	.....	174.00	2.64	.....	1,276.64	1,366.88	43
Deadwood.....	2	13,558.77	2,300.00	2,446.90	680.00	73.63	.....	8,096.01	5,462.76	60
Deer Rapids.....	3	4,450.24	1,500.00	.....	289.74	2.08	2,563.43	8,096.01	2,658.42	40
Demarest.....	3	3,467.63	1,300.00	.....	194.00	2.08	.....	1,496.08	1,961.74	43
Edgemont.....	3	2,002.19	1,000.00	20.00	174.00	1.95	.....	1,195.92	1,806.27	53
Elkpoint.....	3	3,686.37	1,500.00	150.00	267.46	4.72	.....	1,942.57	1,692.80	53

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
TEXAS—continued.											
Columbus	3	\$3,077.89	\$1,400.00	\$60.00	\$294.00	\$13.20	.....	\$1,767.20	\$1,310.69	57	
Comanche	3	4,683.59	1,600.00	150.00	275.80	6.80	.....	2,032.60	2,650.99	44	
Commerce	3	3,508.41	1,400.00	40.00	183.40	7.68	.....	1,631.08	1,875.33	47	
Conroe	3	2,429.32	1,100.00	40.00	129.70	6.72	.....	1,276.42	1,352.90	53	
Cooper	3	3,126.70	1,300.00	200.00	115.00	8.84	.....	1,618.84	1,507.86	52	
Corpus Christi	3	6,476.49	1,800.00	200.00	298.00	14.72	.....	2,312.72	4,163.77	36	
Corsicana	2	20,173.29	2,500.00	4,080.44	1,000.00	404.39	4,770.28	11,755.11	8,417.18	58	
Crockett	3	4,699.42	1,500.00	200.00	261.13	9.04	.....	1,040.17	2,759.25	41	
Cuero	3	7,024.86	1,900.00	200.00	225.70	26.24	.....	1,040.17	4,772.94	32	
Dallas	3	246,736.91	8,600.00	38,844.84	300.00	1,538.36	29,700.22	66,458.36	178,310.55	28	In Government building.
Del Rio	3	4,501.33	1,600.00	180.00	199.26	7.52	.....	1,056.77	2,644.56	44	
Delton	3	3,642.19	1,400.00	.....	189.59	9.52	.....	1,609.11	2,033.08	43	
Denton	2	23,543.35	2,600.00	4,914.95	360.00	262.59	6,774.85	13,912.39	9,630.96	60	
Dublin	2	11,588.46	2,200.00	1,400.00	220.00	22.42	.....	3,822.42	7,716.04	33	
Dumas	3	6,110.46	1,700.00	426.00	228.76	11.20	.....	2,362.96	3,747.50	37	
Eagle Lake	3	8,123.59	1,100.00	80.00	141.95	10.48	.....	1,352.43	1,791.16	48	
Edna	3	4,104.66	1,500.00	480.00	253.50	5.12	.....	2,238.62	1,866.04	55	
Edna	3	2,156.96	1,000.00	36.00	107.25	3.60	.....	1,145.85	1,011.11	51	
El Campo	3	2,799.16	1,000.00	80.00	89.00	8.44	.....	1,172.44	1,626.71	42	
Elgin	3	3,561.05	1,500.00	180.00	145.00	3.92	.....	1,828.92	1,732.13	51	
El Paso	2	41,563.70	2,800.00	6,313.70	465.90	455.90	5,437.48	15,007.08	26,576.62	36	Do.
Ennis	2	9,064.21	2,100.00	1,400.00	268.78	100.11	.....	3,868.89	5,195.32	43	
Farmersville	3	4,225.54	1,500.00	60.00	275.00	8.00	.....	1,543.00	2,682.54	41	
Flintonia	3	89.20	1,300.00	120.00	89.20	6.32	.....	1,515.52	1,382.48	54	
Floresville	3	2,779.01	1,200.00	150.00	134.70	5.36	.....	1,490.06	1,288.95	54	
Forney	3	3,133.83	1,400.00	.....	66.83	2.96	.....	1,471.79	1,661.04	47	
Fort Worth	3	87,447.97	3,200.00	12,790.38	859.31	859.31	13,524.99	30,374.63	57,073.34	35	Do.
Fredericksburg	1	1,320.68	550.00	126.00	21.70	2.58	.....	969.28	621.40	53	Presidential, Jan. 1, 1902.
Galveston	2	15,890.48	2,400.00	2,749.60	600.00	251.78	3,667.08	9,668.46	6,212.02	61	
Gainesville	2	187,096.72	3,300.00	15,252.55	.....	859.21	17,798.71	37,210.47	99,886.25	37	
Gatesville	3	4,223.14	1,600.00	880.00	287.80	6.24	.....	2,224.14	2,006.00	53	
Georgetown	3	7,084.60	1,800.00	400.00	423.80	15.86	.....	2,639.16	4,445.44	37	
Giddings	3	2,786.43	1,300.00	60.00	155.00	3.84	.....	1,518.84	1,217.59	56	
Glimmer	3	8,040.97	1,100.00	210.00	118.50	6.00	.....	1,494.50	1,606.47	47	
Goldthwaite	3	2,460.75	1,200.00	290.00	123.50	9.28	.....	1,562.78	1,877.97	64	
Goliad	3	2,666.88	1,100.00	150.00	102.00	3.84	.....	1,325.84	1,341.04	52	
Gonzales	3	6,540.52	1,700.00	260.00	264.65	14.72	.....	2,229.37	3,811.15	37	
Graham	3	2,454.74	1,200.00	200.00	156.75	1.36	.....	1,556.11	1,241.63	63	
Grandview	3	2,906.77	1,300.00	200.00	248.00	6.00	.....	1,764.00	1,142.77	60	
Greenville	2	1,906.19	900.00	.....	186.06	1.20	.....	1,089.26	966.94	55	Presidential, Oct. 1, 1901.
Greenville	2	15,116.23	2,400.00	2,664.55	1.00	49.94	2,929.94	8,046.33	7,069.90	53	

	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
TEXAS—continued.											
Columbus.....	3	\$3,077.89	\$1,400.00	\$60.00	\$294.00	\$13.20	.....	\$1,767.20	\$1,310.69	57	
Comanche.....	3	4,963.09	1,600.00	160.00	270.80	6.80	.....	2,032.60	2,630.49	44	
Comanche.....	3	3,796.41	1,400.00	40.00	180.40	7.08	.....	1,631.08	1,970.33	47	
Conroe.....	3	2,123.32	1,300.00	30.00	121.70	6.42	.....	1,476.82	1,670.50	53	
Cooper Christ.....	3	2,132.00	1,300.00	200.00	113.00	3.44	.....	2,316.84	1,077.27	52	
Corpus Christi.....	3	3,473.49	2,500.00	200.00	284.00	14.72	.....	2,915.72	4,067.27	59	
Crocket.....	3	2,173.29	1,500.00	4,000.00	40.00	40.39	.....	11,715.11	8,117.18	41	
Crocket.....	3	6,693.42	1,500.00	200.00	231.13	35.24	4,770.28	2,351.94	4,770.28	32	
Dallas.....	3	7,024.88	3,600.00	200.00	300.70	7.50	.....	66,483.86	176,313.55	28	In Government building.
Dallas.....	3	246,795.91	3,600.00	33,844.84	194.25	7.52	29,700.22	1,609.11	2,544.56	43	
Delmar.....	3	5,491.19	1,600.00	180.00	190.59	9.52	.....	1,609.11	2,544.56	44	
Delton.....	3	8,642.19	2,400.00	4,914.95	262.59	9.52	.....	13,912.39	9,630.80	60	
Denton.....	3	28,543.35	2,200.00	1,400.00	200.00	22.42	5,774.85	8,822.42	7,718.04	38	
Denton.....	3	11,588.46	2,200.00	1,400.00	226.76	11.20	.....	2,862.96	8,747.50	37	
Dublin.....	3	6,110.46	1,700.00	425.00	226.76	11.20	.....	1,382.43	1,791.03	43	
Eagle Lake.....	3	8,123.68	1,500.00	80.00	141.95	10.48	.....	2,238.62	1,866.04	55	
Eagle Pass.....	3	4,104.66	1,500.00	490.00	253.50	5.12	.....	1,145.85	1,011.11	53	
Edna.....	3	2,156.98	1,000.00	35.00	107.25	3.60	.....	1,172.44	1,011.11	42	
El Paso.....	3	2,799.15	1,000.00	80.00	98.00	8.44	.....	1,828.71	1,011.11	51	
El Paso.....	3	8,581.05	1,500.00	180.00	145.00	8.92	.....	15,007.03	26,576.67	36	Do.
El Paso.....	3	41,583.70	2,800.00	6,313.70	465.90	5.87	5,437.43	8,868.89	5,185.82	43	
Ennis.....	3	9,054.21	2,100.00	1,400.00	268.78	100.11	.....	1,843.00	2,892.54	41	
Farmersville.....	3	2,256.54	1,500.00	60.00	275.00	8.00	.....	1,615.52	1,182.46	54	
Flordia.....	3	2,697.97	1,300.00	120.00	89.20	6.82	.....	1,490.06	1,288.95	54	
Flordia.....	3	2,779.01	1,200.00	150.00	134.70	6.82	.....	1,471.79	1,307.22	47	
Flordia.....	3	8,133.88	1,400.00	1,400.00	68.88	2.96	.....	30,874.63	57,061.54	35	Do.
Fort Worth.....	3	87,447.97	3,200.00	12,790.33	869.31	13,524.99	.....	9,668.28	6,212.02	61	Presidential, Jan. 1, 1902.
Fredericksburg.....	3	1,820.66	550.00	125.00	21.70	2.58	.....	87,210.47	98,886.26	57	
Fredericksburg.....	3	15,880.46	2,400.00	2,749.00	600.00	251.78	8,697.06	2,224.14	2,006.00	58	
Galveston.....	3	187,098.72	3,300.00	15,252.15	869.21	869.21	17,798.71	2,689.16	4,446.44	37	
Galveston.....	3	4,239.14	1,600.00	380.00	6.24	15.86	.....	1,484.50	1,606.47	56	
Georgetown.....	3	7,064.60	1,800.00	400.00	423.80	8.84	.....	1,518.84	1,217.59	47	
Georgetown.....	3	2,786.43	1,300.00	60.00	155.00	6.00	.....	1,582.78	1,677.97	64	
Giddings.....	3	8,040.97	1,100.00	210.00	118.50	9.28	.....	1,835.84	1,241.04	57	
Gilmer.....	3	2,460.75	1,200.00	260.00	128.50	8.84	.....	2,229.87	3,811.15	62	
Goldthwaite.....	3	2,566.98	1,100.00	120.00	102.00	8.84	.....	1,558.11	928.63	63	
Gonzales.....	3	6,404.52	1,700.00	260.00	284.65	14.72	.....	1,764.00	1,132.77	60	
Graham.....	3	2,464.74	1,200.00	200.00	246.70	6.00	.....	1,039.26	860.94	55	
Grauburg.....	3	2,903.77	1,300.00	200.00	188.05	1.20	.....	5,046.38	7,060.95	59	
Grauburg.....	3	1,904.19	900.00	.....	1.00	49.94	2,929.64	.....	.....	.....
Greenville.....	2	15,116.28	2,400.00	2,664.55	.....	.....	.....	.....	.....	.....

Groesbeck	3,208.25	1,400.00	173.25	182.15	4.80	1,760.21	1,448.04	55
Hallettsville	3,657.68	1,500.00	160.00	256.00	6.72	1,922.72	1,744.96	52
Hamilton	2,684.67	1,300.00	200.00	166.00	1.38	1,667.38	1,077.29	62
Hearne	3,737.97	1,500.00	280.00	209.00	13.28	2,002.28	1,735.69	54
Hempstead	2,999.08	1,400.00	110.00	170.15	15.76	1,695.91	1,308.17	57
Henderson	3,646.50	1,400.00	450.00	157.45	5.60	2,018.05	1,638.45	56
Henrietta	8,741.22	1,600.00	400.00	283.00	4.16	2,189.16	1,552.06	59
Hico	8,766.75	1,600.00	200.00	228.00	6.16	1,977.16	1,589.59	51
Hillsboro	11,776.86	2,300.00	712.00	330.87	330.87	8,357.59	8,189.27	78
Honeygrove	7,186.72	1,800.00	352.74	352.74	17.84	2,290.58	4,886.14	82
Houston	143,575.08	8,400.00	20,570.22	1,392.52	1,392.52	47,563.68	96,011.40	38
Hubbard	8,518.97	1,400.00	60.00	154.18	5.36	1,619.54	1,899.48	46
Huntsville	7,392.53	1,500.00	226.66	350.00	17.12	2,488.76	4,988.76	34
Italy	1,172.97	550.00	60.00	36.50	1.52	538.02	1,654.95	50
Itasca	8,602.44	1,400.00	60.00	139.75	5.92	1,605.67	1,996.77	45
Jacksonboro	2,898.08	1,500.00	400.00	161.00	2.40	1,963.40	1,094.68	64
Jacksonville	4,782.77	1,500.00	69.97	216.02	8.72	1,794.71	2,988.06	38
Jefferson	4,174.29	1,500.00	160.00	20.16	20.16	1,760.16	2,394.13	40
Kaufman	4,501.15	1,600.00	100.00	113.58	12.64	1,826.22	2,674.98	41
Kerrville	3,410.38	1,500.00	200.00	174.00	5.20	1,779.20	1,681.18	52
Ladonia	4,025.89	1,500.00	40.00	150.00	11.12	1,701.12	2,824.77	42
Lagrange	4,624.16	1,500.00	850.00	254.75	13.92	2,218.67	2,405.49	48
Lampasas	5,259.92	1,600.00	260.00	240.39	23.81	2,114.20	3,145.72	40
Lancaster	2,442.48	1,200.00	181.98	131.98	4.00	1,835.98	1,106.50	56
Laporte	2,314.92	1,100.00	190.00	190.00	3.28	1,298.28	1,021.64	86
Laredo	10,283.66	2,200.00	3,395.65	435.00	192.02	8,900.34	1,463.82	56
Leonard	1,080.71	500.00	60.00	54.00	64	614.64	416.07	60
Llano	8,642.31	1,400.00	250.00	201.88	6.40	1,858.28	1,784.08	51
Lockhart	5,312.43	1,700.00	90.00	352.90	7.44	2,150.34	3,162.09	40
Longview	5,341.34	1,600.00	900.00	254.00	35.51	2,789.51	2,651.83	52
Luftkin	4,717.67	1,500.00	150.00	239.50	6.48	1,895.95	2,821.69	40
Luling	3,311.71	1,400.00	200.00	201.20	9.36	1,860.66	1,451.15	56
McGregor	4,155.46	1,500.00	200.00	200.00	6.80	1,905.80	2,246.66	46
McKinney	11,401.38	2,200.00	2,132.60	1.00	33.40	4,367.00	7,034.38	38
Manor	2,242.84	1,100.00	200.00	104.20	2.16	1,406.36	836.46	63
Mansfield	849.94	500.00	110.00	76.29	1.64	578.13	271.81	68
Marlin	8,813.43	1,800.00	270.00	845.00	84.40	2,327.40	5,328.03	29
Marshall	14,021.85	2,700.00	40.00	270.00	67.72	8,042.76	6,979.09	57
Meridian	2,372.66	1,100.00	68.00	68.00	4.24	1,207.24	1,166.42	51
Mexia	6,123.81	1,800.00	950.00	386.00	13.94	3,119.54	3,003.77	45
Midland	3,385.36	1,400.00	112.60	112.60	3.32	1,816.42	1,819.16	44
Mineola	4,231.94	1,600.00	170.00	168.00	12.45	1,830.45	2,581.46	39
Mineral Wells	5,195.61	1,600.00	219.36	191.45	22.88	2,084.23	3,139.92	44
Moody Pleasant	2,356.40	1,000.00	18.45	18.45	8.95	1,568.63	1,329.77	51
Mount Pleasant	3,446.62	1,400.00	250.00	101.00	8.72	1,758.72	1,689.50	84
Nacogdoches	6,831.23	1,700.00	350.00	238.35	15.17	2,518.51	3,697.81	38
Nasota	9,979.26	1,700.00	199.80	28.51	28.51	2,585.15	4,665.04	61
New Boston	1,485.70	1,600.00	40.00	40.00	2.84	1,792.84	2,717.68	41
New Braunfels	7,902.75	1,600.00	294.75	294.75	1.38	1,985.07	2,918.29	40
Nocona	7,933.79	1,700.00	130.00	238.22	28.40	2,001.40	5,911.67	26
Orange	16,290.87	2,400.00	2,800.00	400.00	288.72	8,906.68	6,984.18	57

In Government building.

Presidential, Jan. 1, 1902.

In Government building.

Presidential, Jan. 1, 1902.

Do.

Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902.—Continued.

Office	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
VERMONT—continued.											
Johnson.....	3	\$1,624.98	\$750.00	\$10.00	\$29.50	\$1.28	.....	\$790.78	\$894.20	49	Presidential, Oct. 1, 1901.
Ludlow.....	3	4,351.16	1,600.00	40.00	284.80	11.36	.....	1,906.16	2,445.00	44	
Lynndown.....	3	8,660.54	1,800.00	190.00	366.22	8.88	.....	2,366.10	6,294.44	27	
Middlebury.....	3	7,852.45	1,800.00	416.66	460.00	17.62	.....	2,694.18	4,858.27	36	
Monpelier.....	2	22,877.18	2,600.00	3,944.82	.....	218.99	\$4,610.41	11,422.22	11,452.96	50	In Government building.
Morrisville.....	3	6,754.84	1,800.00	200.00	179.00	7.84	.....	2,186.84	4,568.00	32	
Newport.....	3	7,271.97	1,800.00	380.00	460.00	27.19	.....	2,617.19	4,654.78	36	
North Bennington.....	3	2,835.05	1,300.00	.....	187.06	10.40	.....	1,467.46	1,367.59	50	
Northfield.....	3	6,897.97	1,800.00	.....	281.40	15.68	.....	2,097.08	8,800.89	38	
Poultney.....	3	4,310.13	1,600.00	200.00	232.00	9.20	.....	2,061.20	2,248.93	30	
Proctor.....	3	6,849.27	1,600.00	.....	200.00	7.44	.....	1,867.44	4,981.83	47	
Puney.....	3	2,840.80	1,000.00	.....	101.46	6.04	.....	1,106.50	1,734.30	43	
Randolph.....	3	8,631.46	1,700.00	300.00	408.00	12.08	.....	2,420.08	6,211.38	40	
Richford.....	3	8,307.21	1,800.00	150.00	143.00	6.60	.....	2,638.68	5,668.53	45	
Rutland.....	2	17,008.64	2,500.00	6,272.00	400.00	491.83	8,668.30	18,608.01	18,082.01	57	Do.
St. Albans.....	2	19,846.32	2,500.00	4,742.00	246.64	246.64	4,968.70	11,266.34	8,580.00	57	Do.
St. Johnsbury.....	2	18,355.29	2,500.00	3,748.90	660.00	316.16	4,768.96	11,626.02	6,729.27	63	
Saxtons River.....	3	2,927.67	1,200.00	120.00	186.00	6.24	.....	1,462.24	1,465.43	60	
South Royalton.....	3	1,715.61	750.00	.....	150.00	5.90	.....	753.60	962.01	44	
Springfield.....	3	6,439.45	1,900.00	100.00	300.00	11.54	.....	2,317.44	4,122.01	32	Presidential, Oct. 1, 1901.
Swanton.....	3	5,075.19	1,600.00	150.00	290.00	8.15	.....	2,032.56	8,045.63	40	
Vergennes.....	3	4,367.91	1,700.00	140.00	360.88	5.70	.....	2,134.68	2,809.16	43	
West Rutland.....	3	4,731.01	1,500.00	40.00	860.88	5.04	.....	2,007.04	2,723.97	42	
Whitewater Junction.....	3	9,271.75	2,000.00	1,255.00	130.00	7.84	.....	3,940.09	5,331.66	49	
Wilmington.....	2	2,717.75	1,400.00	1,454.97	853.75	69.55	.....	8,920.27	5,355.48	42	
Windham.....	3	4,028.08	1,400.00	60.00	184.00	6.16	.....	2,001.16	2,877.92	41	
Windsor.....	3	5,982.57	1,700.00	260.00	244.48	24.48	.....	1,974.48	8,958.09	38	In Government building.
Woodstock.....	3	6,286.89	1,700.00	300.00	299.75	17.86	.....	2,317.11	8,969.78	37	
Total.....	.....	413,987.83	78,600.00	52,219.44	13,924.02	3,227.24	\$3,014.62	200,965.82	212,982.51	49	
VIRGINIA.											
Abingdon.....	3	4,857.01	1,600.00	500.00	.....	16.32	.....	2,116.32	2,240.69	49	In Government building.
Alexandria.....	2	19,940.70	2,600.00	4,000.00	.....	408.08	6,197.68	13,200.91	6,739.79	66	Do.
Ashland.....	3	4,807.07	1,700.00	100.00	245.00	16.48	.....	2,051.48	2,845.59	42	
Bedford City.....	2	10,354.56	2,200.00	1,800.82	567.28	41.28	745.71	6,365.02	4,049.54	52	
Bedley.....	3	5,033.00	1,600.00	40.00	802.00	43.28	.....	1,985.26	8,087.72	39	
Berryville.....	3	3,049.38	1,300.00	200.00	290.80	12.68	.....	1,903.18	1,146.75	62	
Blacksburg.....	3	3,468.24	1,400.00	80.00	208.00	8.98	.....	1,098.96	1,771.28	49	
Blacksburg.....	3	8,367.57	1,800.00	140.00	188.00	9.52	.....	1,587.52	1,750.05	48	

Presidential, Jan. 1, 1902.

In Government building.

Wharton.....	3	3,984.22	1,400.00	200.00	188.50	12.72	.....	1,706.22	2,188.00	45
Whitesboro.....	3	3,147.75	1,300.00	300.00	195.00	6.48	.....	1,846.27	1,846.27	57
Whitehall.....	3	3,250.68	1,600.00	80.00	183.79	7.04	.....	1,870.83	2,379.85	44
Wichita Falls.....	2	8,354.40	2,000.00	1,000.00	360.00	27.75	.....	3,387.75	4,966.65	41
Willipoint.....	3	2,986.81	1,400.00	300.00	170.35	6.72	.....	1,119.24	1,119.24	63
Winnebago.....	3	3,508.05	1,300.00	102.83	102.83	5.12	.....	1,507.96	2,000.10	43
Wolfe City.....	3	3,477.80	1,400.00	199.80	158.63	7.12	.....	1,765.65	1,712.15	61
Yokum.....	3	6,346.02	1,700.00	50.00	214.00	23.20	.....	1,987.20	4,358.82	31
Total.....		1,878,114.76	296,325.00	234,762.74	31,942.14	14,387.01	189,167.87	766,584.26	1,121,530.50	40
UTAH.										
Bingham Canyon.....	3	3,375.99	1,100.00	40.00	206.50	14.28	.....	1,322.73	2,053.26	39
Brigham.....	3	3,338.89	1,400.00	600.00	166.00	5.60	.....	1,611.60	1,727.20	48
Eureka.....	3	4,767.69	1,700.00	500.00	338.00	7.92	.....	2,545.92	2,221.77	53
Lehi City.....	3	1,974.19	1,000.00	2,700.00	105.25	4.64	.....	1,109.89	864.30	56
Logan.....	2	10,704.09	2,100.00	50.00	174.00	15.11	.....	4,815.86	5,888.23	46
Mand.....	3	2,462.55	1,200.00	.....	75	6.16	.....	1,430.16	1,032.39	58
Mercur.....	3	2,881.82	1,400.00	.....	341.50	3.12	.....	1,744.62	1,067.20	62
Mount Pleasant.....	3	2,258.61	1,100.00	.....	147.00	6.64	.....	1,253.64	1,004.97	56
Nephi.....	3	3,019.18	1,300.00	85.00	158.75	6.48	.....	1,550.23	1,468.95	51
Ogden.....	3	38,249.88	2,800.00	6,915.76	900.00	546.42	8,465.64	19,647.72	19,602.11	53
Park City.....	3	7,199.03	1,700.00	270.00	420.00	10.00	.....	2,400.00	4,799.03	33
Richfield.....	3	1,104.14	500.00	45.00	46.65	3.44	.....	596.09	509.05	54
Provo City.....	2	10,102.99	2,100.00	2,617.81	300.00	47.09	845.35	6,906.75	4,198.24	56
Salt Lake City.....	2	164,493.60	8,400.00	80,364.69	6,098.20	1,962.38	34,807.52	76,122.79	88,316.81	46
Springville.....	1	2,526.17	1,100.00	.....	77.05	9.60	.....	1,186.65	1,339.52	47
Vernal.....	3	2,171.84	1,100.00	110.00	103.00	1.20	.....	1,314.20	857.64	61
Total.....		280,526.61	25,000.00	43,697.76	9,594.65	2,640.03	48,638.41	124,560.85	135,965.76	48
VERMONT.										
Barre.....	2	17,804.84	2,500.00	3,163.31	1,000.00	299.88	4,386.69	11,358.73	6,446.11	64
Barton.....	3	4,169.87	1,500.00	80.00	196.00	7.60	.....	1,788.60	2,366.27	43
Bellows Falls.....	2	20,860.80	2,500.00	2,748.91	700.00	294.13	3,620.99	9,764.03	11,096.77	47
Bennington.....	2	12,771.47	2,300.00	2,654.58	790.00	79.04	3,882.08	9,605.65	3,165.82	76
Bethel.....	3	8,221.38	1,300.00	300.00	150.00	8.00	.....	1,758.00	1,483.88	55
Bradford.....	3	8,540.01	1,500.00	200.00	331.00	8.48	.....	2,039.48	1,500.53	56
Brandon.....	2	4,928.12	1,700.00	250.00	208.00	16.72	.....	2,174.72	2,753.40	44
Battleboro.....	3	22,264.79	2,600.00	4,790.00	854.21	283.35	5,654.44	14,122.00	9,142.79	61
Bristol.....	3	8,850.65	1,500.00	250.00	237.00	4.96	.....	2,011.96	1,888.69	62
Burlington.....	1	70,283.35	3,300.00	14,514.49	896.45	576.35	13,295.20	32,492.49	37,790.86	46
Chester.....	3	2,407.02	1,100.00	50.00	144.00	6.00	.....	1,300.00	1,107.02	53
Dorset.....	3	2,422.09	1,100.00	22.50	150.00	2.56	.....	1,280.06	1,142.03	54
Enosburg Falls.....	3	3,276.70	1,300.00	130.00	138.00	4.16	.....	1,572.16	1,707.64	45
Essex Junction.....	3	2,804.58	1,200.00	183.50	183.50	13.84	.....	1,517.34	1,287.24	54
Fairhaven.....	3	6,734.72	1,700.00	90.00	448.00	18.64	.....	2,266.64	2,468.08	39
Hardwick.....	3	4,524.34	1,700.00	92.50	260.00	6.40	.....	2,053.90	2,465.44	46
Hydepark.....	3	6,878.24	1,600.00	100.00	193.00	2.16	.....	1,832.16	3,027.08	74
Island Pond.....	3	3,045.87	1,300.00	692.95	193.00	6.40	.....	2,196.95	3,545.32	32

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
VERMONT—continued.											
Johnson	3	\$1,624.98	\$750.00	\$10.00	\$29.50	\$1.28	.....	\$790.78	\$834.20	49	Presidential, Oct. 1, 1901.
Ludlow	3	4,351.16	1,600.00	40.00	254.80	11.36	.....	1,906.16	2,445.00	44	.....
Lyndonville	3	8,660.54	1,800.00	190.00	866.22	8.88	.....	2,366.10	6,296.44	27	.....
Middlebury	3	7,582.45	1,800.00	116.66	460.00	17.52	.....	4,694.18	4,888.27	36	.....
Montpelier	2	22,877.18	2,600.00	3,964.82	.....	218.99	\$4,610.41	11,424.22	11,452.96	32	In Government building.
Morrisville	3	6,764.84	1,800.00	200.00	179.00	7.84	.....	2,186.64	4,578.00	36	.....
Newport	3	7,271.97	1,800.00	380.00	460.00	27.19	.....	2,617.19	4,654.78	36	.....
North Bennington	3	2,935.05	1,300.00	.....	157.05	10.40	.....	1,497.45	1,467.60	50	.....
Northfield	3	5,897.97	1,800.00	.....	281.40	15.68	.....	2,097.08	3,800.89	36	.....
Poultney	3	4,310.13	1,600.00	200.00	252.00	9.20	.....	2,051.20	2,248.93	48	.....
Proctor	3	5,959.27	1,600.00	.....	200.00	7.44	.....	1,807.44	4,151.83	30	.....
Putney	3	5,345.80	1,700.00	.....	101.46	5.04	.....	1,106.50	1,289.30	47	.....
Randolph	3	5,651.46	1,700.00	800.00	408.00	12.08	.....	2,420.08	3,231.38	43	.....
Richford	3	8,307.31	1,800.00	150.00	148.00	6.60	.....	1,603.60	1,708.71	48	.....
Rutland	2	87,608.64	2,800.00	6,272.00	400.00	491.83	8,663.30	18,626.63	18,942.01	50	Do.
St. Albans	2	19,905.39	2,500.00	4,200.00	.....	296.64	4,283.70	11,280.34	8,625.05	57	Do.
St. Johnsbury	2	18,355.23	2,500.00	8,148.90	860.00	316.16	4,708.98	11,523.02	6,832.21	63	.....
Saxtons River	3	2,437.87	1,200.00	120.00	136.00	6.24	.....	1,462.24	975.63	60	.....
South Royalton	3	1,716.45	750.00	.....	.....	8.60	.....	758.60	961.85	44	Presidential, Oct. 1, 1901.
Springfield	3	6,989.96	1,800.00	100.00	300.00	17.44	.....	2,217.44	4,772.51	32	.....
Swanton	3	5,078.18	1,600.00	150.00	294.00	8.56	.....	2,052.56	3,025.62	40	.....
Vergennes	3	4,967.81	1,700.00	140.00	309.83	8.72	.....	2,158.55	2,809.16	43	.....
Waterbury	3	4,731.01	1,600.00	40.00	360.00	7.04	.....	2,007.04	2,723.97	42	.....
West Rutland	3	2,772.06	1,200.00	11.25	180.00	7.84	.....	1,349.09	1,422.97	49	.....
Whitewater Junction	2	9,375.75	2,000.00	1,456.97	888.75	69.55	.....	3,920.27	5,355.48	42	.....
Wilmington	3	4,028.08	1,400.00	60.00	184.00	6.16	.....	1,660.16	2,377.92	41	.....
Windsor	3	5,962.57	1,700.00	260.00	.....	24.48	.....	1,974.48	3,988.09	33	In Government building.
Woodstock	3	6,286.89	1,700.00	300.00	296.75	17.36	.....	2,817.11	3,469.78	37	.....
Total		413,987.83	76,600.00	52,219.44	13,924.02	8,227.24	68,014.62	200,985.82	212,902.51	49	
VIRGINIA.											
Abingdon	3	4,387.01	1,600.00	500.00	.....	16.82	.....	2,116.82	2,240.69	49	In Government building.
Alexandria	2	19,940.70	2,600.00	4,000.00	.....	498.08	6,197.68	12,200.91	6,739.79	46	Do.
Anland	2	4,907.07	1,700.00	100.00	245.00	16.48	.....	2,031.48	2,846.59	43	.....
Bedford City	2	10,304.56	2,200.00	1,800.82	567.36	41.23	746.71	6,865.02	4,449.56	52	.....
Berkeley	3	6,068.00	1,600.00	40.00	802.00	43.28	.....	1,966.28	3,067.72	39	.....
Berryville	3	3,049.98	1,300.00	300.00	290.80	12.88	.....	1,908.18	1,146.76	62	.....
Big Stone Gap	3	8,098.24	1,400.00	80.00	208.00	9.96	.....	1,096.96	1,771.28	49	.....
Blacksburg	3	8,897.87	1,900.00	140.00	188.00	9.52	.....	1,567.52	1,750.85	49	.....

	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
VIRGINIA—continued.											
Suffolk.....	2	\$11,539.87	\$2,200.00	\$2,148.90	\$421.00	\$171.04	\$4,940.94	\$6,648.43	43	Presidential Jan. 1, 1902.
Tazewell.....	3	8,538.47	1,400.00	200.00	93.15	9.36	.....	1,702.51	1,855.96	48
Warrenton.....	3	4,909.80	1,700.00	450.00	356.20	36.00	.....	2,542.20	2,367.60	52
Waynesboro.....	3	4,157.92	1,500.00	150.00	325.00	14.00	.....	1,980.00	2,168.92	46
Westpoint.....	3	1,107.26	1,500.00	150.00	96.82	4.56	.....	1,801.38	305.88	72
Williamsburg.....	3	8,392.39	1,400.00	60.00	104.80	15.76	.....	1,580.06	1,812.33	47
Winchester.....	2	13,113.97	2,300.00	2,099.99	700.00	87.12	\$3,462.09	9,049.20	4,064.77	69	
Woodstock.....	3	3,082.69	1,400.00	150.00	165.00	7.64	.....	1,722.84	1,359.85	56
Wytheville.....	3	5,280.67	1,700.00	486.47	386.96	27.62	.....	2,570.94	2,709.73	49
Total.....		1,031,926.92	119,150.00	161,115.70	17,498.97	13,152.58	154,852.07	465,469.32	566,457.60	45	
WASHINGTON.											
Aberdeen.....	2	13,999.76	2,200.00	1,651.09	386.00	56.47	760.94	5,054.50	8,395.26	38	Presidential, Jan. 1, 1902.
Anacortes.....	3	3,207.34	1,100.00	63.82	170.00	4.49	.....	1,337.80	1,869.54	42
Arlington.....	3	3,132.96	1,500.00	35.00	80.18	1.62	.....	1,666.70	1,466.26	21
Ballard.....	3	6,739.47	1,600.00	198.73	283.82	17.60	2,051.15	4,688.32	30	Presidential, Apr. 1, 1902.
Baldwin.....	3	3,049.92	1,100.00	140.00	72.00	4.34	.....	1,816.24	1,233.68	43
Buckley.....	3	8,662.65	1,275.00	32.50	.....	96	.....	2,808.46	5,854.19	55
Centalla.....	3	4,876.81	1,600.00	260.00	277.00	8.00	1,975.00	2,906.81	41	Presidential, Jan. 1, 1902.
Chehalis.....	3	6,260.38	1,700.00	260.00	294.00	12.48	.....	2,266.48	3,993.90	43
Cheney.....	3	2,877.00	1,100.00	200.00	164.00	2.48	.....	1,266.48	1,610.52	49
Colfax.....	2	9,708.18	2,000.00	1,782.60	384.00	10.40	4,127.00	5,581.18	43	Presidential, Jan. 1, 1902.
Cosmopolis.....	3	1,780.69	1,000.00	40.00	152.00	4.16	.....	1,496.16	2,024.60	62
Davenport.....	3	4,968.62	1,600.00	90.00	174.00	6.62	.....	1,162.72	3,806.90	45
Dayton.....	3	6,170.99	1,700.00	600.00	198.00	6.76	2,508.76	3,662.23	37	Presidential, Jan. 1, 1902.
Ellensburg.....	3	8,040.86	1,900.00	600.00	324.24	10.16	.....	2,134.40	5,906.46	27
Elma.....	3	1,323.66	500.00	.....	56.36	1.44	.....	587.80	765.86	42
Everett.....	2	22,807.55	2,400.00	3,606.67	1,350.00	247.56	8,287.40	10,893.63	11,913.92	46	Presidential, Jan. 1, 1902.
Fairhaven.....	3	8,186.62	1,900.00	50.00	314.00	18.96	.....	2,292.96	5,902.66	28
Goldendale.....	3	2,568.88	1,100.00	150.00	156.60	1.92	.....	1,411.52	1,157.36	54
Hoquiam.....	3	6,942.23	1,800.00	200.00	248.00	9.60	2,297.60	4,644.63	36	Presidential, Jan. 1, 1902.
Laconner.....	3	2,028.25	1,000.00	.....	141.22	1.40	.....	1,142.62	890.63	56
Montesano.....	3	8,711.72	1,400.00	64.96	249.80	7.52	.....	1,722.30	1,989.42	46
Mount Vernon.....	3	8,886.40	1,400.00	50.00	196.00	9.92	1,655.92	2,225.48	43	Presidential, Jan. 1, 1902.
Northport.....	3	8,716.69	1,300.00	50.00	180.00	4.06	.....	1,524.06	2,192.61	41
North Yakima.....	2	12,970.97	2,200.00	2,666.31	640.00	20.32	568.34	5,884.97	7,086.00	45	
Okemene.....	3	2,980.63	1,200.00	60.00	181.13	1.36	1,442.49	1,538.14	49	Presidential, Jan. 1, 1902.
Olympia.....	2	13,073.87	2,200.00	3,100.00	788.16	63.27	2,966.82	9,112.25	3,961.62	70	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
WEST VIRGINIA—c't'd.											
Mannington.....	3	\$7,983.04	\$1,800.00	\$450.00	\$394.13	\$32.96	.....	\$2,677.09	\$5,215.95	34	In Government building.
Martinsburg.....	2	12,680.39	2,300.00	3,859.04	182.87	213.54	\$4,405.19	10,777.77	1,892.62	86	
Montgomery.....	2	3,105.44	1,400.00	.....	460.00	177.80	.....	1,590.47	1,624.97	51	
Montpelier.....	2	13,299.48	2,300.00	2,832.60	590.00	189.03	3,086.05	8,956.03	4,343.46	67	
Moundsville.....	2	12,674.31	2,400.00	3,500.00	244.00	189.03	3,568.68	10,237.74	2,436.57	79	
New Cumberland.....	3	5,506.15	1,700.00	280.00	250.00	44.40	.....	2,394.40	3,252.80	41	
New Martinsville.....	3	42,874.55	8,000.00	6,800.00	.....	794.30	.....	15,721.73	4,355.76	35	Do
Parkersburg.....	1	2,543.10	1,000.00	300.00	95.23	7.52	8,127.48	1,402.75	140.35	44	
Pennsboro.....	3	2,740.75	1,200.00	221.57	138.93	7.20	.....	1,685.70	1,172.05	55	
Phillippi.....	3	8,426.85	1,700.00	800.00	275.00	29.84	.....	2,829.84	5,696.01	57	
Piedmont.....	3	8,820.60	1,500.00	210.00	300.00	29.20	.....	2,014.20	1,080.40	44	
Point Pleasant.....	3	2,868.16	1,300.00	400.00	123.22	14.56	.....	1,837.78	1,030.38	64	
Ravenswood.....	3	2,611.73	1,200.00	139.98	58.83	4.72	.....	1,403.51	1,208.22	54	
Romney.....	3	4,220.50	1,500.00	250.00	300.00	15.60	.....	2,065.60	2,154.90	49	
Ronceverte.....	3	4,472.96	250.00	25.00	27.90	1.76	.....	894.66	168.30	64	Presidential, Apr. 1, 1902.
St. Albans.....	3	4,380.41	1,600.00	180.00	200.00	29.52	.....	2,009.52	2,570.89	46	
St. Marys.....	3	4,468.73	1,300.00	130.00	165.67	26.24	.....	1,699.39	2,769.34	36	
Salem.....	3	2,716.51	1,200.00	207.48	184.21	9.76	.....	1,433.97	1,262.54	53	
Shepherdstown.....	2	10,730.33	2,300.00	40.00	184.21	9.76	.....	1,433.97	1,262.54	53	
Sliderville.....	3	2,962.56	1,300.00	500.00	185.00	583.73	2,660.53	9,024.69	1,695.64	84	
Spencer.....	3	2,657.86	1,300.00	225.00	164.75	8.40	.....	1,994.04	958.52	67	
Sutton.....	3	2,652.48	1,200.00	280.00	138.00	11.36	.....	1,498.15	1,159.71	56	
Terra Alta.....	3	2,457.98	1,100.00	.....	194.00	11.60	.....	1,806.60	958.12	68	
Thomas.....	3	1,229.35	960.00	.....	100.00	4.64	.....	1,064.64	1,174.71	86	Presidential, Jan. 1, 1902.
Thurmond.....	3	2,332.35	900.00	97.50	100.00	10.40	.....	1,107.90	1,224.45	48	
Welch.....	3	6,992.08	1,700.00	80.00	300.00	42.80	.....	2,122.80	4,869.28	30	
Wellburg.....	3	7,766.56	1,800.00	999.50	455.70	83.60	.....	3,298.80	4,467.76	42	
Weston.....	3	2,886.12	1,200.00	300.00	114.96	11.60	.....	1,626.56	1,259.56	56	
West Union.....	1	108,108.89	3,300.00	15,726.22	.....	1,242.68	17,961.75	39,230.56	69,877.74	35	In Government building.
Wheeling.....	3	1,947.43	750.00	.....	130.50	8.08	.....	1,322.58	69,877.74	69	Presidential, Oct. 1, 1901.
Williamson.....	3	497,343.57	81,950.00	71,062.28	12,373.91	5,746.91	62,956.48	234,610.53	262,733.04	47	
Total.....											
WISCONSIN.											
Algoma.....	3	2,410.88	1,100.00	160.00	174.00	2.32	.....	1,438.32	974.56	60	
Alima.....	3	2,029.82	1,100.00	120.00	118.00	2.40	.....	1,340.40	689.42	66	
Antigo.....	2	9,874.04	2,000.00	1,280.50	374.23	30.02	.....	3,692.84	6,181.20	40	
Appleton.....	2	27,004.99	2,600.00	4,270.74	1,890.00	331.80	7,272.70	15,826.33	11,178.66	59	
Atasca.....	3	2,867.84	1,200.00	.....	142.00	2.82	.....	1,344.32	1,523.52	45	

In Government building.

Presidential, Apr. 1, 1902.

	23,737.09	2,600.00	3,100.00	277.62	6,048.41	12,021.03	11,768.06	51
Ashtand	3,239.78	1,400.00	228.00	8.32		1,633.32	1,633.32	50
Augusta	10,794.66	2,000.00	164.00	1.54		1,868.84	1,868.84	49
Baldwin	17,461.97	2,000.00	700.00	402.16	2,439.04	8,749.30	1,605.96	48
Baraboo	12,876.96	2,000.00	184.00	4.00		1,700.50	2,030.50	46
Bayfield	20,298.87	2,000.00	436.00	30.54		1,300.40	1,940.47	45
Beaverhead	6,439.57	2,000.00	432.80	29.72		1,468.34	7,415.99	44
Bellevue	5,092.81	2,000.00	1,000.00	292.74	3,716.70	10,406.02	11,017.82	43
Benton	2,617.89	2,000.00	308.81	14.00		2,411.87	2,617.89	42
Black River Falls	2,616.87	2,000.00	196.00	1.52		1,337.50	1,519.58	41
Bloomer	4,665.50	2,000.00	200.00	3.44		1,800.00	1,734.82	40
Bozeman	7,184.19	2,000.00	242.00	7.63		1,919.68	2,643.82	39
Burlington	8,263.20	2,000.00	846.00	10.56		2,649.56	4,728.82	38
Centerville	12,669.14	2,000.00	176.50	22.51		1,648.01	1,750.78	37
Chilton	8,263.20	2,000.00	128.80	3.36		1,709.16	1,644.04	36
Chippewa Falls	12,669.14	2,000.00	176.50	143.04	4,422.91	10,553.89	2,076.06	35
Clintonville	8,263.20	2,000.00	278.10	4.73		1,887.82	1,887.82	34
Columbia	8,263.20	2,000.00	278.10	14.63		1,791.63	2,047.13	33
Cudahy	8,263.20	2,000.00	289.90	10.88		2,001.63	1,993.08	32
Cumberland	8,263.20	2,000.00	222.00	8.86		1,823.86	1,993.08	31
Darlington	8,263.20	2,000.00	284.00	4.40		1,823.86	1,993.08	30
Delavan	8,263.20	2,000.00	284.00	10.73		1,823.86	1,993.08	29
Depere	8,263.20	2,000.00	346.80	24.72		1,823.86	1,993.08	28
Dodgeville	8,263.20	2,000.00	400.00	4.56		2,821.52	2,454.89	27
Durand	8,263.20	2,000.00	308.86	4.40		2,304.56	8,080.59	26
Eau Claire	8,263.20	2,000.00	164.00	2.72		2,173.86	1,941.86	25
Elkhorst	8,263.20	2,000.00	164.00	425.35	7,903.52	1,615.72	1,251.89	24
Ellsworth	8,263.20	2,000.00	857.00	7.12		17,628.67	10,920.27	23
Evansville	8,263.20	2,000.00	250.00	14.00		2,214.12	2,867.41	22
Fairchild	8,263.20	2,000.00	171.43	8.04		2,184.00	4,568.90	21
Fond du Lac	8,263.20	2,000.00	201.50	5.28		1,574.47	1,506.40	20
Foxlake	8,263.20	2,000.00	260.00	6.72		1,745.78	1,789.47	19
Galesville	8,263.20	2,000.00	154.85	2.40		2,168.72	8,179.85	18
Glenwood	8,263.20	2,000.00	140.00	2.72		1,528.75	1,306.00	17
Grand Rapids	8,263.20	2,000.00	1,060.00	386.22	6,980.85	15,118.65	14,874.85	16
Greenbay	8,263.20	2,000.00	500.00	242.36	1,815.25	7,257.61	7,360.55	15
Greenwood	8,263.20	2,000.00	168.20	4.40		1,270.60	1,164.99	14
Hartford	8,263.20	2,000.00	144.00	1.20		1,326.20	1,144.12	13
Hayward	8,263.20	2,000.00	164.00	1.68		1,165.68	1,066.71	12
Hudson	8,263.20	2,000.00	240.00	11.68		2,001.68	8,316.21	11
Hudson	8,263.20	2,000.00	1,300.00	273.08	9,900.24	21,108.32	17,825.00	10
Hudson	8,263.20	2,000.00	37.50	4.00		312.90	224.87	9
Hudson	8,263.20	2,000.00	221.00	5.60		1,623.40	1,998.11	8
Hudson	8,263.20	2,000.00	181.00	4.40		1,828.60	2,272.02	7
Hudson	8,263.20	2,000.00	139.36	3.44		1,342.80	1,392.05	6
Hudson	8,263.20	2,000.00	350.00	22.72		2,262.72	8,746.10	5
Hudson	8,263.20	2,000.00	250.00	9.36		1,869.36	2,104.43	4
Hudson	8,263.20	2,000.00	94.00	6.64		1,500.64	2,236.78	3
Hudson	8,263.20	2,000.00	1,179.25	237.51	6,172.85	13,962.64	20,443.05	2
Hudson	8,263.20	2,000.00	254.00	7.04		2,061.04	8,130.49	1
Hudson	8,263.20	2,000.00	164.00	2.56		1,406.56	1,309.81	0

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
WISCONSIN—continued.											
Kaulanna	3	\$3,727.78	\$1,500.00	...	\$277.00	\$6.88	...	\$1,783.88	\$1,943.90	48	
Kenosha	2	21,472.62	2,600.00	\$8,246.92	941.40	134.90	\$6,955.17	12,780.39	8,492.23	60	
Kewaunee	3	3,099.96	1,400.00	100.00	196.00	4.32	...	1,700.32	1,399.64	55	
Kiel	3	2,895.04	1,000.00	120.00	186.00	3.04	...	1,259.04	1,606.00	44	
Kilbourn	3	4,118.17	1,600.00	200.00	227.00	4.88	...	2,031.88	2,086.29	49	
La Crosse	3	72,781.80	8,200.00	10,708.79	...	505.36	15,563.31	29,977.36	42,804.44	41	In Government Building.
Lake Geneva	1	7,431.61	1,900.00	200.00	410.00	30.86	...	2,580.88	4,840.73	35	
Lakemills	3	3,892.12	1,500.00	40.00	280.00	6.54	...	1,796.64	2,095.48	44	
Lake Nebegamain	3	513.95	250.00	...	39.25	1.04	...	290.29	223.66	56	Presidential. Apr. 1, 1902.
Lancaster	2	5,062.56	2,000.00	260.00	267.75	5.60	...	2,523.35	2,539.18	50	
Lodi	3	4,194.51	1,500.00	...	260.00	4.48	...	1,764.48	2,430.03	42	
Madison	1	74,474.29	8,200.00	9,900.00	...	612.17	10,927.12	24,689.29	49,885.00	33	In Government building.
Manitowoc	2	18,812.72	2,400.00	2,761.61	700.00	286.27	4,648.53	10,751.41	8,061.31	57	
Marquette	2	17,829.02	2,500.00	2,072.20	600.00	162.33	5,282.56	10,617.09	7,211.93	60	
Marshfield	2	11,220.99	2,100.00	2,000.00	860.00	94.49	...	4,554.49	6,666.50	41	
Mauston	3	5,008.05	1,600.00	60.00	286.00	6.32	...	1,961.32	3,044.73	39	
Mayville	3	2,896.54	1,800.00	...	208.24	2.72	...	1,510.96	1,384.58	52	
Mazomanie	3	2,100.82	1,000.00	...	142.27	8.52	...	1,145.79	956.08	55	
Medford	2	5,068.83	2,000.00	170.00	315.00	7.92	...	2,492.92	2,575.91	49	
Menasha	3	9,007.83	1,900.00	...	860.00	98.00	...	2,853.00	6,654.83	26	
Maneaukee	3	2,292.03	1,100.00	...	166.00	1.60	...	1,267.60	1,024.43	56	
Menominee	2	9,240.14	2,200.00	1,800.00	466.86	13.92	...	4,280.78	4,959.36	46	
Merrill	2	11,276.83	2,200.00	1,848.90	700.00	238.83	2,782.74	7,769.97	3,505.86	69	
Milton	3	2,785.96	1,200.00	...	98.00	2.88	...	1,300.88	1,485.10	47	
Milton Junction	3	2,050.12	1,000.00	89.95	115.00	1.76	...	1,156.71	883.41	56	
Mineral Point	1	780,218.90	6,000.00	106,761.56	2,760.00	7,198.47	199,949.79	281,664.82	498,553.98	35	Do.
Minneapolis	3	4,477.84	1,600.00	50.00	354.00	8.24	...	2,012.24	2,465.70	46	
Monroe	3	3,040.06	1,200.00	...	166.60	2.40	...	1,867.82	1,672.74	45	
Monroe	2	9,434.96	1,200.00	1,300.00	750.00	20.14	...	4,070.14	5,364.82	43	
Neenah	3	2,663.11	1,200.00	161.60	161.60	2.40	...	1,514.00	1,049.11	59	
Neillsville	2	10,947.08	2,200.00	2,800.00	600.00	159.81	3,404.86	8,663.67	2,283.41	79	
New Lisbon	3	2,745.06	1,600.00	280.00	284.00	8.40	...	2,132.40	3,573.58	36	
New London	3	5,108.52	1,600.00	670.00	160.00	2.40	...	2,082.08	8,076.44	40	
New Richmond	3	4,678.78	1,600.00	70.00	948.00	14.08	...	1,886.47	2,792.31	34	
Oconomowoc	3	7,029.86	1,800.00	200.00	368.00	20.64	...	2,878.64	4,651.22	34	
Oconto	3	7,670.60	1,900.00	100.00	240.00	87.16	...	2,827.16	5,843.44	30	
Oniro	3	2,724.58	1,200.00	70.00	174.00	3.60	...	1,447.60	1,276.98	53	
Oshkosh	1	56,294.86	8,100.00	7,900.00	...	499.76	18,254.43	24,744.18	30,560.80	45	Do.
Peashtigo	3	8,187.11	1,800.00	40.00	218.25	4.44	...	1,557.78	1,629.36	39	
Phillips	3	4,909.47	1,400.00	...	314.56	7.84	...	1,922.42	2,987.05	30	

Plainfield.....	2,693.78	1,200.00	223.00	1.60	1,424.60	1,269.18	58
Platteville.....	8,175.43	1,800.00	360.00	98.18	2,489.16	6,686.27	30
Plymouth.....	6,403.10	1,700.00	280.00	9.60	2,079.60	8,823.50	38
Port Washington.....	10,352.69	1,700.00	682.60	46.01	7,852.91	2,419.78	72
Poynette.....	6,998.34	1,600.00	41.00	6.24	2,000.24	4,998.06	87
Prairie du Chien.....	4,226.59	1,600.00	271.00	11.36	1,842.36	2,456.06	54
Princeton.....	2,112.55	1,100.00	143.35	2.80	1,956.15	2,294.23	46
Racine.....	218,672.60	3,700.00	350.22	1,129.26	49,102.96	176,569.74	64
Randolph.....	1,270.74	1,600.00	79.40	1.44	640.84	629.90	20
Reedsburg.....	6,507.74	1,700.00	256.00	9.12	2,066.12	4,422.62	32
Rhinelander.....	9,515.83	1,600.00	360.00	9.12	4,251.18	5,264.65	45
Rice Lake.....	6,806.75	1,600.00	325.99	7.68	2,063.67	8,723.08	36
Richland Center.....	6,330.15	1,700.00	279.00	6.68	2,494.68	2,846.47	47
Ripon.....	9,888.27	2,100.00	464.02	26.08	4,490.10	6,348.17	46
River Falls.....	6,431.03	1,700.00	331.00	10.32	2,041.82	8,399.71	38
Seymour.....	2,613.64	1,100.00	125.89	3.28	1,869.17	1,244.87	62
Sharon.....	2,918.70	1,300.00	187.60	2.40	1,490.00	1,428.70	61
Shawano.....	3,651.85	1,600.00	320.00	6.28	2,225.28	1,428.57	61
Sheboygan.....	30,417.29	2,700.00	800.00	200.04	13,977.96	14,419.31	63
Sheboygan Falls.....	4,416.14	1,600.00	173.00	3.20	1,776.20	2,639.94	40
Shell Lake.....	2,432.64	1,200.00	199.37	3.62	1,462.89	979.65	60
Shullsburg.....	2,845.45	1,200.00	188.25	1.68	1,838.93	955.52	69
South Kaukauna.....	3,087.66	1,400.00	250.00	10.66	1,690.56	1,377.10	65
South Milwaukee.....	4,629.37	1,400.00	300.00	14.32	1,714.32	2,915.41	57
South Superior.....	2,428.37	1,200.00	151.00	6.32	1,857.32	1,571.08	56
Sparta.....	8,862.54	2,000.00	450.00	14.48	4,097.08	4,765.46	43
Spring Green.....	2,567.54	1,200.00	170.00	1.48	1,330.48	1,237.06	62
Spring Valley.....	2,361.18	1,000.00	164.00	1.76	1,195.76	1,165.42	54
Stanley.....	3,437.67	1,400.00	224.60	47.49	1,628.76	1,808.91	47
Stevens Point.....	13,541.35	2,300.00	830.00	47.49	9,241.86	3,809.49	72
Stoughton.....	7,110.72	1,800.00	950.00	6.62	2,537.92	8,872.80	30
Surgeon Bay.....	6,798.70	1,600.00	177.00	8.24	2,288.24	9,453.46	40
Sun Prairie.....	2,613.68	1,100.00	300.00	8.44	1,258.44	1,355.19	50
Superior.....	6,703.36	1,700.00	300.00	17.60	2,067.60	2,648.35	41
Tonawanda.....	4,812.26	1,500.00	268.26	10.12	2,030.26	3,672.01	36
Tonawanda.....	4,812.26	1,500.00	268.26	10.12	1,709.12	2,514.92	42
Town of.....	4,710.40	1,500.00	276.24	8.02	2,127.24	2,618.25	45
Two Rivers.....	5,903.99	1,700.00	352.00	5.28	2,557.28	2,746.61	48
Viola.....	5,773.68	1,700.00	304.00	16.64	2,020.64	3,753.02	35
Washburn.....	8,066.78	1,800.00	196.00	2.96	1,498.96	1,567.82	49
Watertown.....	12,764.56	2,500.00	745.79	90.88	10,255.61	2,498.96	80
Wauchesa.....	16,159.41	2,400.00	1,000.00	155.91	10,255.61	5,905.80	63
Wauchesa.....	8,133.00	1,800.00	342.56	22.65	3,865.21	4,267.88	41
Waunakee.....	6,401.53	1,800.00	333.00	9.20	2,182.90	4,219.86	34
Waunakee.....	20,403.69	2,500.00	600.00	383.53	11,722.45	8,681.24	67
Waunakee.....	10,831.45	2,200.00	404.72	28.11	4,727.83	6,108.62	44
Waunakee.....	2,234.67	1,400.00	199.00	6.96	1,805.96	2,428.71	43
West Bend.....	2,199.40	1,100.00	120.30	3.84	1,297.84	1,860.84	61
West Salem.....	35,924.77	2,800.00	116.00	2.56	1,834.56	12,785.68	64
West Superior.....	8,073.48	1,200.00	41.58	421.70	23,189.09	1,635.82	47
Weyauwega.....				2.08	1,437.66		

Presidential, Jan. 1, 1902.

In Government building.
Presidential, Jan. 1, 1902.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1902—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
WISCONSIN—continued.											
Whitehall.....	3	\$2,113.41	\$1,000.00	\$100.00	\$174.00	\$1.36	.....	\$1,275.36	\$838.05	60	
Whitewater.....	2	10,236.21	2,200.00	2,600.00	445.00	21.44	.....	5,266.44	5,023.77	51	
Wittenberg.....	3	2,250.27	1,000.00	.....	82.00	2.16	.....	1,094.16	1,136.11	49	
Wonebec.....	3	8,213.61	1,800.00	80.00	194.00	3.84	.....	1,577.84	1,635.77	49	
Total.....	.....	2,224,612.23	259,475.00	258,393.21	52,516.88	16,449.88	\$838,811.32	925,646.29	1,308,965.94	41	
WYOMING.											
Buffalo.....	3	3,198.47	1,300.00	400.00	174.00	3.28	.....	1,877.28	1,316.19	59	
Cambria.....	3	2,041.23	1,000.00	40.00	174.00	1.95	.....	1,214.95	1,825.28	60	
Cheyenne.....	3	4,024.60	1,400.00	200.00	198.00	8.72	.....	1,808.72	2,217.78	45	
Cheyenne.....	2	17,808.56	2,500.00	4,200.00	1,200.00	417.33	4,490.77	12,808.16	6,000.40	72	
Dorchester.....	3	8,969.73	1,200.00	100.00	198.00	4.00	.....	1,592.00	1,867.73	45	
Evansville.....	3	6,777.88	1,700.00	180.00	223.75	10.08	.....	2,113.83	1,864.10	87	
Greenriver.....	3	1,868.78	1,200.00	.....	185.50	2.96	.....	1,388.46	3,690.32	74	
Kemmerer.....	3	1,082.06	1,500.00	25.55	62.00	7.72	.....	1,638.27	398.79	62	
Lander.....	3	2,883.08	1,200.00	160.00	164.00	5.04	.....	1,629.04	1,324.04	53	
Laramie.....	2	11,552.87	2,300.00	2,478.88	1,000.00	37.92	2,974.65	8,785.95	2,764.42	76	
Newcastle.....	3	8,119.53	1,200.00	40.00	294.10	4.00	.....	1,528.10	1,591.43	49	
Rawlins.....	2	7,900.43	2,000.00	1,000.00	306.00	31.64	.....	3,337.64	4,562.79	42	
Rock Springs.....	3	6,647.66	1,800.00	400.00	358.00	11.86	.....	2,569.36	5,078.30	34	
Saratoga.....	3	3,197.62	1,300.00	250.00	246.00	2.24	.....	1,798.24	1,399.38	56	
Sheridan.....	3	8,550.72	1,700.00	400.00	196.00	9.28	.....	2,304.28	6,246.44	27	
Total.....	.....	88,947.57	22,850.00	9,868.83	4,968.35	549.58	7,465.42	45,202.20	38,745.29	54	Presidential, Jan. 1, 1902.

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1902.

States and Territories.	Balance from last year.	Domestic money orders issued.			International orders issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$74,992.10	543,244	\$4,207,612.57	\$32,750.94	3,205	\$64,879.04	\$768.35
Alaska	179,244.56	35,414	1,242,337.42	4,887.96	1,697	85,022.24	880.15
Arizona	38,207.02	175,598	2,261,225.34	13,536.22	5,288	155,112.72	1,600.63
Arkansas	69,595.47	544,810	3,908,474.70	31,816.26	1,255	24,563.25	291.65
California	1,004,000.61	1,778,157	17,921,402.90	123,177.43	72,755	1,545,538.39	17,823.90
Colorado	133,537.76	782,889	6,899,485.93	50,165.21	28,614	863,759.52	9,480.55
Connecticut	65,760.48	537,588	4,420,340.61	34,178.52	40,471	608,336.63	7,677.20
Delaware	8,291.38	53,480	407,887.22	3,266.80	1,689	30,965.57	373.00
Dist. Columbia	21,182.80	164,007	1,665,419.23	11,469.96	8,076	123,120.64	1,572.70
Florida	62,004.35	384,542	2,629,031.91	22,070.26	3,396	79,435.94	902.76
Georgia	58,328.56	715,128	4,292,799.83	38,530.38	3,529	61,332.55	756.23
Hawaii	88,038.12	87,047	2,482,169.29	10,603.77	4,160	114,020.36	1,267.60
Idaho	51,100.94	262,313	2,846,677.90	18,379.89	3,025	82,872.16	906.30
Illinois	312,006.23	2,679,988	18,770,032.62	156,225.38	114,761	2,156,447.04	26,202.23
Indiana	115,546.88	1,511,957	10,063,708.89	87,187.66	12,698	220,292.34	2,757.48
Indian Territory	22,853.69	247,089	1,841,962.59	14,668.62	887	33,994.49	361.10
Iowa	170,702.86	1,918,807	10,139,511.92	98,956.90	11,179	159,169.53	2,094.00
Kansas	95,363.89	1,384,580	8,298,569.01	75,121.62	5,626	103,111.18	1,258.85
Kentucky	43,200.62	414,430	2,649,886.09	23,023.71	3,545	51,885.95	663.10
Louisiana	95,838.98	452,628	4,093,311.07	29,468.97	6,944	165,019.08	1,874.80
Maine	58,088.72	423,234	3,454,721.15	26,662.69	5,737	102,176.35	1,239.60
Maryland	44,827.15	250,297	2,124,970.96	15,928.93	12,792	190,883.63	2,518.85
Massachusetts	180,115.59	1,295,933	10,989,470.59	83,384.68	126,758	1,887,174.38	23,668.85
Michigan	174,443.83	1,880,571	13,373,324.33	110,202.97	32,324	538,891.76	6,722.93
Minnesota	142,679.43	1,256,011	8,615,191.65	71,799.95	23,626	419,887.02	5,193.88
Mississippi	43,157.38	554,603	3,894,157.81	32,143.86	1,202	28,173.24	319.80
Missouri	165,167.65	1,404,290	8,883,503.65	77,993.12	20,466	366,477.12	4,441.38
Montana	111,686.34	332,277	3,350,617.28	22,527.39	18,142	461,116.13	5,086.15
Nebraska	100,603.57	1,077,023	6,264,926.16	57,994.95	6,251	82,917.67	1,111.60
Nevada	16,201.91	89,349	1,096,212.06	6,757.65	1,065	35,599.13	376.80
New Hampshire	28,781.91	260,893	1,784,661.37	15,296.97	5,874	79,818.70	1,024.38
New Jersey	75,658.08	607,074	5,245,957.20	39,665.28	67,941	1,022,253.29	12,923.12
New Mexico	54,184.33	121,730	1,095,791.24	7,913.79	1,235	37,900.91	406.25
New York	744,872.21	3,163,913	25,840,025.90	196,190.11	347,544	5,001,819.34	64,333.36
North Carolina	40,201.07	374,607	2,366,162.63	20,664.64	1,063	20,278.10	245.80
North Dakota	32,532.62	353,529	2,895,554.50	22,213.39	2,260	41,293.94	504.05
Ohio	210,068.11	2,116,136	15,570,611.32	126,573.36	47,835	838,662.40	10,408.71
Oklahoma	43,778.75	389,355	2,928,093.60	23,145.10	332	5,648.97	68.70
Oregon	79,807.55	545,338	4,486,980.76	33,396.12	11,712	328,014.52	3,617.93
Pennsylvania	519,051.17	2,636,482	23,969,036.00	174,071.34	130,445	2,415,347.45	29,363.88
Porto Rico	46,069.82	87,458	1,638,232.19	6,931.85	1,106	23,899.12	259.80
Rhode Island	21,503.82	176,181	1,527,985.65	11,442.69	20,594	297,256.76	3,802.48
South Carolina	28,834.84	296,519	1,933,907.32	16,553.76	1,480	31,415.32	366.65
South Dakota	47,898.29	451,288	3,049,419.47	25,809.68	3,387	71,612.40	826.65
Tennessee	54,535.12	408,663	2,712,516.00	23,022.84	3,286	76,611.22	878.20
Texas	225,533.77	1,761,813	14,227,684.33	107,745.33	12,031	187,327.71	2,198.16
Utah	48,810.20	206,445	2,015,311.24	13,781.37	9,717	179,933.53	2,143.16
Vermont	27,933.36	234,347	1,627,525.19	14,126.84	4,882	87,979.84	1,055.91
Virginia	62,096.15	444,203	3,286,408.09	26,452.71	4,894	99,738.78	1,170.30
Washington	224,292.30	836,858	8,455,468.35	56,427.07	24,684	777,244.74	8,473.60
West Virginia	50,539.48	331,508	2,753,195.40	20,776.31	1,651	38,658.79	442.60
Wisconsin	126,005.88	1,303,155	9,516,058.39	77,166.29	23,321	377,058.24	4,804.89
Wyoming	35,404.23	138,816	1,322,703.35	9,266.32	2,674	92,623.99	998.30
Totals		304	8,415.76	35.96			
U. S. Postal Agency, Shanghai		101	2,868.79	12.39			
Supt. M. O. system		20,327	201,753.16				
Total	6,576,007.66	40,474,327	313,551,279.88	2,453,564.16	1,311,111	22,974,473.11	280,508.54

a Payable in Canada, Cuba, and the Philippines, \$2,461, \$3,434,028.23.

b Fees, \$2,453,223.06; war tax, \$341.08.

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1902—Continued.

States and Territories.	Foreign exchange received.	Number of certificates of deposit.	Deposits received from postmasters.	Drafts on postmaster at New York, N. Y.	Drafts on assistant treasurer at New York, N. Y.	Transferred from postage fund.
Alabama.....		21,211	\$2,252,709.71	\$81,633.00		\$24,560.33
Alaska.....						4,666.27
Arizona.....		8,729	1,147,592.58	107,935.00		4,610.10
Arkansas.....		16,338	1,760,990.15	244,741.00		28,159.28
California.....	\$435,046.48	64,906	14,802,290.44	669,681.96		138,410.99
Colorado.....		23,863	4,602,315.42	98,401.84		24,868.41
Connecticut.....		16,586	1,890,694.21	358,923.29		19,849.01
Delaware.....		1,407	110,101.53	15,925.00		6,313.25
District of Columbia.....		11,314	1,548,245.06	378,165.00		160.00
Florida.....		13,011	1,536,182.07	131,628.51		33,054.80
Georgia.....		24,899	2,501,498.15	313,467.95		95,744.58
Hawaii.....		2,380	1,988,348.72	1,065.00		17,577.45
Idaho.....		8,636	534,864.07	61,087.70		12,177.89
Illinois.....		130,423	49,021,874.99	2,239,834.00		120,003.12
Indiana.....		38,699	4,185,791.67	969,683.95		117,620.07
Indian Territory.....		2,006	299,444.51	43,515.00		18,212.98
Iowa.....		58,397	5,843,908.60	588,921.00		112,740.18
Kansas.....		23,624	2,279,024.25	958,731.00		151,578.99
Kentucky.....		14,719	1,374,162.53	237,964.10		94,523.57
Louisiana.....	2,613.70	26,178	4,096,930.67	81,745.50		16,666.56
Maine.....		22,122	1,808,260.13	202,570.97		80,351.17
Maryland.....		15,302	1,761,021.46	271,375.00	\$378,719.44	10,632.33
Massachusetts.....		61,430	9,115,599.89	382,044.20		67,641.77
Michigan.....		59,530	7,102,869.92	2,187,885.11		199,690.84
Minnesota.....		56,777	8,238,264.04	482,862.20		65,166.72
Mississippi.....		13,067	1,373,325.08	206,256.81		31,570.09
Missouri.....		98,232	13,100,138.21	608,711.64		118,682.07
Montana.....		12,268	2,704,878.54	14,617.00		5,741.71
Nebraska.....		32,775	4,164,780.91	404,962.53		62,271.68
Nevada.....			67	18,188.00		5,972.73
New Hampshire.....		4,987	431,993.53	57,872.00		13,174.06
New Jersey.....		18,021	1,869,722.23	330,280.44		42,592.25
New Mexico.....		5,404	712,242.62	34,598.00		1,959.57
New York.....	2,220,696.20	156,974	63,568,304.11	5,199,529.14	21,538,426.46	1,167,392.10
North Carolina.....		8,817	782,360.56	224,805.00		29,677.94
North Dakota.....		9,391	1,113,020.26	67,377.06		16,851.32
Ohio.....		73,680	9,690,280.03	1,460,823.00		277,444.04
Oklahoma.....		5,279	602,717.17	142,526.43		43,986.76
Oregon.....		20,690	2,866,986.43	183,119.77		87,225.38
Pennsylvania.....		117,514	18,129,544.91	1,297,012.59		233,521.57
Porto Rico.....		1,594	896,863.02	33,086.00		14,328.22
Rhode Island.....		6,997	816,585.69	14,668.00		4,328.00
South Carolina.....		9,101	1,045,067.83	54,519.00		17,315.62
South Dakota.....		10,857	1,233,681.13	66,126.49		15,239.20
Tennessee.....		24,252	2,698,071.98	351,700.75		97,178.92
Texas.....		67,586	9,134,484.71	590,877.85		164,618.12
Utah.....		11,455	1,873,519.89	142,312.00		16,692.25
Vermont.....		6,767	645,576.26	56,872.12		14,710.86
Virginia.....		15,720	1,763,168.08	337,408.34		45,259.21
Washington.....		28,574	5,382,106.10	211,329.84		31,390.83
West Virginia.....		14,217	1,750,542.68	62,115.00		7,616.20
Wisconsin.....		44,605	5,780,051.13	455,808.46		103,853.40
Wyoming.....		3,082	431,589.21	6,610.00		1,129.00
Tutula.....						105.00
Total.....	2,658,356.38	1,529,742	284,379,573.74	23,518,879.53	21,912,145.90	4,092,473.76

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1902—Continued.

States and Territories.	Gain.	Balance due post-masters.	Domestic money-orders paid.		International orders paid.	
			Number.	Amount.	Number.	Amount.
Alabama.....	\$125.14	\$63.86	279,013	\$2,658,095.95	395	\$9,586.56
Alaska.....			7,584	370,673.83	154	8,667.84
Arizona.....	.58	7.61	53,963	901,626.88	295	9,605.45
Arkansas.....	1.74	137.05	244,118	2,408,084.70	286	7,942.83
California.....	.34	360.44	1,430,162	18,198,215.56	13,081	\$34,339.89
Colorado.....	.05	79.29	514,420	5,552,275.92	2,851	75,044.14
Connecticut.....		1.95	486,916	3,310,837.75	4,054	95,981.25
Delaware.....		17.68	30,607	262,321.67	272	5,217.10
District of Columbia.....	1.65		290,135	2,069,803.50	5,856	56,656.34
Florida.....	1.22	32.71	193,213	1,665,497.21	1,040	19,491.30
Georgia.....	2.10	41.75	598,355	4,005,518.11	673	11,269.88
Hawaii.....		.15	58,538	1,984,855.14	294	7,050.38
Idaho.....		1.33	77,752	1,217,254.42	283	10,371.69
Illinois.....	1.45	225.15	6,955,419	43,524,860.66	33,481	644,420.88
Indiana.....	.02	64.24	1,112,855	8,498,556.85	9,962	133,550.56
Indian Territory.....		121.30	68,159	744,598.06	59	1,939.09
Iowa.....	3.66	350.19	1,222,583	7,835,323.71	3,612	112,882.61
Kansas.....	.75	76.96	801,128	5,915,498.41	1,712	49,954.32
Kentucky.....	7.69	114.81	363,110	2,684,492.77	1,033	26,378.42
Louisiana.....	.40	205.82	301,037	3,279,895.55	1,672	38,116.38
Maine.....	.12	65.13	426,439	2,681,668.39	1,011	16,504.83
Maryland.....	.04	15.59	276,299	2,577,898.74	2,374	45,483.73
Massachusetts.....		21.86	1,937,793	12,176,519.59	17,086	272,292.11
Michigan.....	.35	311.32	1,641,372	12,441,817.80	9,575	181,005.79
Minnesota.....	1.02	18.20	1,137,826	8,253,782.60	5,251	186,265.19
Mississippi.....	.08	18.33	223,831	1,932,561.64	167	3,714.91
Missouri.....	15.33	65.01	2,068,032	14,298,567.69	6,197	143,412.58
Montana.....	9.25	13.26	116,992	1,562,119.91	1,022	38,201.56
Nebraska.....	39.76	5.34	825,496	5,557,764.86	2,238	66,756.48
Nevada.....	.03	3.11	24,958	355,366.12	69	2,437.75
New Hampshire.....	.27	30.33	125,901	1,120,626.12	678	12,539.12
New Jersey.....		146.38	410,470	4,108,222.06	10,206	256,503.02
New Mexico.....		44.07	43,991	587,103.74	203	4,668.08
New York.....	4,850.35	207.95	6,176,686	46,387,116.52	101,470	1,492,028.22
North Carolina.....	.62	116.24	240,022	1,899,590.83	394	7,096.04
North Dakota.....	.08	188.19	97,486	1,114,083.49	732	29,777.95
Ohio.....	1.02	181.13	2,412,437	15,817,074.31	20,459	267,707.30
Oklahoma.....		90.95	147,533	1,825,123.43	308	13,166.86
Oregon.....	.06	2.12	383,647	4,340,050.44	1,419	41,639.05
Pennsylvania.....	63.19	119.53	2,548,008	20,015,588.47	25,414	524,444.67
Porto Rico.....	.01		34,657	941,424.67	83	3,190.82
Rhode Island.....		.02	158,224	1,093,581.43	2,196	45,525.30
South Carolina.....		68.14	148,800	1,244,926.95	206	6,046.65
South Dakota.....	.03	22.81	150,122	1,266,117.62	809	29,426.45
Tennessee.....		66.79	463,933	3,489,153.27	664	14,196.22
Texas.....	325.62	366.87	1,015,327	9,976,989.01	4,631	108,112.33
Utah.....	.33	46.64	133,319	1,661,690.10	791	16,712.04
Vermont.....	.02	40.54	109,262	1,063,524.85	487	9,150.62
Virginia.....		171.07	337,717	2,984,491.10	1,162	22,347.89
Washington.....	19.15	103.86	430,588	6,025,874.09	3,048	110,437.13
West Virginia.....	.01	24.86	157,741	1,268,371.61	262	8,974.40
Wisconsin.....	.05	60.00	914,624	7,606,060.76	5,815	176,895.57
Wyoming.....	.86	6.43	32,410	378,973.98	185	6,182.58
Tutulla.....			50	2,112.76		
U. S. postal agency, Shanghai.....			15	826.30		
Supt. Money-Order System.....			23,859	200,436.88	52	1,316.28
Total.....	5,474.44	4,534.36	40,364,934	\$315,220,488.68	307,679	5,821,729.76

α Issued in Canada, Cuba, and the Philippines, 358,020, \$5,502,431.62.

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1902—Continued.

States and Territories.	Foreign ex- change purchased.	Drafts paid by postmaster at New York, N. Y.	Deposited with assistant treasurer at New York, N. Y., and Chicago, Ill.	Deposited on account of revenue.
Alabama.....				
Alaska.....				
Arizona.....				
Arkansas.....				
California.....				
Colorado.....				
Connecticut.....				
Delaware.....				
Dist. Columbia.....				
Florida.....				
Georgia.....				
Hawaii.....				
Idaho.....				
Illinois.....			\$13,368,000.00	
Indiana.....				
Indian Territory.....				
Iowa.....				
Kansas.....				
Kentucky.....				
Louisiana.....				
Maine.....				
Maryland.....				\$373,719.44
Massachusetts.....				
Michigan.....				
Minnesota.....				
Mississippi.....				
Missouri.....				
Montana.....				
Nebraska.....				
Nevada.....				
New Hampshire.....				
New Jersey.....				
New Mexico.....				
New York.....	\$17,847,863.68	\$28,481,824.49	8,147,738.11	1,763,583.65
North Carolina.....				
North Dakota.....				
Ohio.....				
Oklahoma.....				
Oregon.....				
Pennsylvania.....				
Porto Rico.....				
Rhode Island.....				
South Carolina.....				
South Dakota.....				
Tennessee.....				
Texas.....				
Utah.....				
Vermont.....				
Virginia.....				
Washington.....				
West Virginia.....				
Wisconsin.....				
Wyoming.....				
Tutulla.....				
U. S. Postal Agency, Shanghai.....				
Total.....	17,847,863.68	28,481,824.49	21,515,738.11	2,137,253.09

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1902—Continued.

States and Territories.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expense.	Commissions on money orders.	Balance due the United States.	Balance due postmasters last year.
Alabama	\$3,987,321.14	\$2,500.61	\$869.49		\$12,563.31	\$75,051.89	\$156.09
Alaska	985,401.66	16,951.10	966.00		1,113.33	133,264.94	.....
Arizona	2,775,085.84	357.08			3,867.93	39,260.34	21.25
Arkansas	3,558,301.10	9,604.31	386.51		13,534.86	70,728.75	187.49
California	17,761,006.47	1,222.88	1,231.04		29,604.67	330,958.99	54.48
Colorado	6,900,251.46	5,114.40	2,679.41		12,627.36	129,113.23	8.06
Connecticut	3,899,776.26	5,009.31	107.22		6,816.27	82,232.22	1.66
Delaware	307,710.51	203.25			952.89	6,736.01	.....
Dist. Columbia	1,477,184.34	132,438.50	1,776.00		15.39	21,482.89	.06
Florida	2,732,380.98	1,977.63	243.94		8,763.96	65,979.47	30.04
Georgia	3,262,889.17	5,684.97	202.50		15,656.61	61,217.25	58.63
Hawaii	2,648,012.72	157.68			1,770.24	110,644.11	.19
Idaho	2,328,474.06	176.91			6,418.14	45,223.79	4.82
Illinois	14,786,951.75	20,703.57	451.56		47,338.74	409,944.31	180.74
Indiana	6,754,023.45	100,520.80	992.49		28,248.03	146,291.83	369.19
Indian Territory	1,488,477.68	1,977.63	243.94		6,723.00	33,045.71	95.45
Iowa	8,774,431.73	163,153.78	499.81		43,469.91	186,295.95	96.34
Kansas	5,725,886.78	129,497.17	58.40		31,960.17	104,883.01	99.14
Kentucky	1,697,177.67	957.92	122.16		8,518.92	57,757.98	26.33
Louisiana	5,114,426.45	864.98	2,403.45		10,108.53	87,814.88	45.32
Maine	2,999,335.21	928.24	240.96		9,406.26	75,835.73	116.42
Maryland	1,748,833.85	320.68	339.74		3,505.44	45,583.33	207.93
Massachusetts	10,033,790.41	1,847.69	456.15		11,225.46	232,966.27	24.13
Michigan	10,797,120.11	6,361.16	518.71		37,456.86	229,987.66	75.27
Minnesota	9,435,448.73	13,244.10	196.24		28,344.21	183,301.38	61.66
Mississippi	3,605,039.52	424.57	294.82		14,388.15	52,677.74	20.18
Missouri	8,631,225.23	23,525.13	1,114.53		27,512.34	199,773.34	59.04
Montana	5,017,513.65	1,661.54	154.09		6,072.21	60,537.20	32.90
Nebraska	5,355,496.26	5,481.96	612.48		27,242.43	126,096.25	163.35
Nevada	796,549.12	170.08			2,430.93	22,317.67	40.42
New Hampshire	1,235,930.63	3,873.73	62.56		4,912.89	34,661.62	16.95
New Jersey	4,166,242.13	1,952.52	915.12		6,809.16	98,546.62	7.64
New Mexico	1,306,182.17	1,001.03	591.39		3,013.74	42,509.90	.73
New York	22,327,957.49	3,983,355.52	1,387.50	\$245.78	39,896.52	624,300.28	134.30
North Carolina	1,516,722.14	4,165.72	684.39		8,679.03	47,499.80	74.65
North Dakota	2,981,651.93	4,836.19			9,988.71	49,219.70	8.08
Ohio	11,695,636.19	86,565.29	295.87		36,961.02	280,555.27	187.87
Oklahoma	1,884,151.84	2,805.96	661.48		9,164.58	54,927.51	54.77
Oregon	3,521,634.45	875.40	300.80		12,025.47	102,574.09	52.89
Pennsylvania	25,450,352.96	41,680.09	2,022.61		43,001.04	694,762.50	269.29
Porto Rico	1,635,099.59	2,438.89	207.00		1,069.09	66,353.97	.....
Rhode Island	1,530,159.25	81.64	114.47		1,732.08	26,379.86	9.06
South Carolina	1,819,010.06	20,217.83	196.85		6,828.99	30,831.00	10.15
South Dakota	3,149,115.61	5,350.12	254.80		11,924.34	53,331.56	15.65
Tennessee	2,419,197.71	23,660.57	276.24		8,765.85	59,292.75	39.21
Texas	14,190,566.60	32,604.91	5,753.28		40,075.44	225,096.94	1,963.96
Utah	2,547,890.41	17,072.45			4,258.89	45,226.37	.29
Vermont	1,351,235.30	10,429.28	9.28		5,673.99	35,745.63	1.99
Virginia	2,531,104.97	4,804.14	81.05		8,573.55	70,720.68	344.35
Washington	8,758,344.13	1,519.27	769.90		16,701.48	213,209.02	44.17
West Virginia	3,333,773.21	2,921.48	117.15		7,526.46	62,093.92	133.10
Wisconsin	8,434,700.69	4,139.66	84.96		28,350.48	170,902.75	226.87
Wyoming	1,468,629.76	5,975.08	618.32		3,389.58	36,561.99	1.00
Tutula	4,397.00				9.12	2,037.84	.....
U.S. Postal Agency, Shanghai					3.03	2,061.85	.....
Total	284,647,458.33	4,913,388.77	32,578.09	245.78	776,980.98	6,556,397.45	5,823.29

No. 12.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the year ended June 30, 1902.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1901		\$6,576,007.66
Amount received for domestic money orders issued	\$313,551,278.88	
Amount received for international money orders issued	22,974,473.11	
Total issued		336,525,752.99
Amount received for fees on domestic money orders issued	2,453,223.06	
Amount received for fees on international money orders issued	280,503.54	
Amount received for war tax on domestic money orders issued	341.06	
Total fees		2,734,072.70
Amount of foreign exchange received	2,656,855.38	
Amount of deposits received from postmasters	284,379,578.74	
Amount of drafts drawn on postmaster at New York, N. Y.	23,518,879.58	
Amount of drafts drawn on assistant treasurer at New York, N. Y.	21,912,145.90	
Amount transferred from postage fund	4,092,478.75	
Amount of gain	5,474.44	
Balance due postmasters June 30, 1902	4,534.86	
Total receipts		682,407,270.45

DISBURSEMENTS.

Amount of domestic money orders paid	\$315,220,488.08	
Amount of international money orders paid	5,821,729.76	
Total paid		\$321,042,218.44
Amount of foreign exchange purchased	17,347,868.63	
Amount of drafts paid by postmaster at New York, N. Y.	23,431,324.49	
Amount deposited with assistant treasurer at New York, N. Y., to credit of Postmaster-General on money-order account	8,147,738.11	
Amount deposited with assistant treasurer at Chicago, Ill., to credit of Postmaster-General on money-order account	13,368,000.00	
Amount deposited with assistant treasurer at New York, N. Y., to credit of the Treasurer of the United States for use of the Post-Office Department, being revenue on money-order account	1,763,583.65	
Amount deposited with the collector of internal revenue at Baltimore, Md., being amount of war tax on domestic money orders issued	373,719.44	
Amount deposited at first-class offices	284,647,456.33	
Amount transferred to postage fund	4,913,388.77	
Amount of loss	32,578.09	
Amount of expense for year 1897	245.78	
Amount paid for commissions on money orders	776,980.98	
Balance due postmasters June 30, 1901	5,823.29	
Balance in the hands of postmasters June 30, 1902	6,556,397.45	
Total disbursements		682,407,270.45

No. 13.—*Statement showing the transfers to and from money-order account during the year ended June 30, 1902.*

Amount transferred to money-order account	\$4,092,478.75	
Amount due postal account June 30, 1901	1,940,954.54	
Amount transferred from money-order account	4,913,388.77	\$6,033,428.29
Balance due postal account June 30, 1902	1,120,089.52	
		6,033,428.29

No. 14.—*Statement showing the money-order transactions with the United States assistant treasurers at New York, N. Y., and Chicago, Ill., during year ended June 30, 1902.*

NEW YORK, N. Y.

Balance in the hands of assistant treasurer June 30, 1901	\$2,978,614.84	
Amount deposited with assistant treasurer	8,147,738.11	
Amount transferred from assistant treasurer at Chicago, Ill.	13,000,000.00	
Amount of drafts paid by assistant treasurer:		\$24,126,352.95
For revenue	1,763,583.65	
For current use	15,820,000.00	
For war tax	373,719.44	
For balance of transfers due postal account	3,964,892.81	
Balance in the hands of assistant treasurer June 30, 1902	2,214,207.05	
		24,126,352.95

No. 14.—*Statement showing the money-order transactions with the United States assistant treasurers at New York, N. Y., and Chicago, Ill., etc.—Continued.*

CHICAGO, ILL.

Balance in the hands of assistant treasurer June 30, 1901	\$458,000.00	
Amount deposited with assistant treasurer	13,368,000.00	
		\$13,826,000.00
Amount transferred to assistant treasurer at New York, N. Y.	13,000,000.00	
Balance in the hands of assistant treasurer June 30, 1902	826,000.00	
		13,826,000.00

No. 15.—*Statement showing the revenue which accrued on money-order account during the year ended June 30, 1902.*

DOMESTIC.

Amount received for fees on orders issued	\$2,458,228.08	
Amount of gain	5,474.44	
		\$2,458,697.52
Amount allowed postmasters:		
For commissions	772,901.82	
For lost remittances and burglaries	18,908.41	
For expense for year 1897	245.78	
Uncollected accounts of previous years	13,669.68	
		805,725.69
Net revenue		1,652,971.83
		2,458,697.52

INTERNATIONAL.

Amount received for fees on orders issued	\$280,508.54	
Amount of gain on exchange	49,975.13	
		\$330,483.67
Amount allowed postmasters for commissions	4,079.16	
Amount allowed foreign countries:		
For commissions	87,453.64	
For incidental expenses	2,104.84	
		93,637.64
Net revenue		236,846.03
		830,483.67

RECAPITULATION OF NET REVENUE.^a

Revenue on domestic money-order transactions	\$1,652,971.83	
Revenue on international money-order transactions	236,846.03	
Total revenue		\$1,889,817.86

No. 16.—*Statement of assets and liabilities June 30, 1902.*

ASSETS.

Amount in the hands of assistant treasurer at New York, N. Y.	\$2,214,207.05	
Amount in the hands of assistant treasurer at Chicago, Ill.	826,000.00	
Amount in the hands of postmasters	6,556,597.45	
		\$9,596,604.50

LIABILITIES.

Amount due postal account, being balance due on transfers June 30, 1902	\$1,120,039.52	
Amount due Post-Office Department, being revenue on money-order account for quarters ended March 31 and June 30, 1902	960,254.04	
Amount of unpaid domestic money orders, less transfers to credit of Post-Office Department	4,466,898.31	
Unpaid international money orders, outstanding certificates of deposit, and balance of unadjusted international accounts	3,044,878.27	
Balance due postmasters June 30, 1902	4,584.86	
		\$9,596,604.50

^a Many items of expense that would be a legitimate charge against the revenues of the money-order system do not appear in this statement, as they are paid for from appropriations for the postal service and the departmental service.

No. 17.—*Principal international money-order transactions during the fiscal year ended June 30, 1902.*

STATEMENT SHOWING THE NUMBER OF INTERNATIONAL LISTS OF UNITED STATES ISSUE RECEIVED, EXAMINED, REGISTERED, AND CHECKED; ALSO THE NUMBER AND VALUE, BY COUNTRIES, OF ORDERS CERTIFIED.

Nationalities.	Number of lists.	Number of orders certified.	Value of orders certified.	Increase.	Decrease.
Austria	153	80,506	\$1,851,335.71	\$625,527.66	
Bahamas	57	244	3,795.08	837.74	
Belgium	153	10,062	223,754.53	23,842.14	
Bermuda	45	328	5,376.40	1,135.65	
Bolivia	31				
British Guiana	48	278	3,504.71	681.57	
British Honduras	37	90	1,024.13	303.68	
Canada	43	214,620	2,867,013.99	957,508.87	
Cape Colony	102	430	7,505.08		\$1,110.49
Chile	50	102	2,453.11	1,301.24	
Cuba	11	7,831	226,389.54	64,473.46	
Denmark	153	16,707	275,015.93	45,446.80	
Egypt	175	464	7,920.76	3,313.15	
France	12	38,997	620,136.28	74,345.99	
Germany	173	206,807	2,887,442.01	236,701.33	
Great Britain	153	475,614	5,898,185.45	444,841.11	
Greece	30	69	1,846.10	1,846.10	
Honduras	37	17	232.99		94.76
Hongkong	83	642	11,933.44	3,457.12	
Hungary	153	55,407	1,685,769.42	703,179.08	
Italy	175	70,521	2,462,500.65	948,639.46	
Jamaica	139	774	9,522.02		462.12
Japan	204	31,726	1,208,440.75	471,046.65	
Leeward Islands	39	942	14,124.56	4,350.01	
Luxemburg	154	864	17,072.62		2,368.40
Mexico	314	6,716	108,427.54	33,973.45	
Netherlands	153	6,887	77,110.04	7,765.17	
Newfoundland	52	4,420	71,923.00	12,331.48	
New South Wales	57	1,243	25,972.39	3,449.85	
New Zealand	45	1,482	29,663.67	4,344.40	
Norway	153	37,312	840,271.16	138,531.24	
Philippines	12	6,010	340,624.70	340,624.70	
Portugal	175	618	11,841.88	3,540.25	
Queensland	54	305	5,674.60	74.54	
Russia	153	109,534	1,884,643.39	784,530.28	
Salvador	44	9	158.13	45.38	
South Australia	30	190	3,205.56	740.70	
Sweden	153	108,101	1,973,667.08	244,723.38	
Switzerland	175	32,921	478,427.45	74,166.68	
Tasmania	41	184	2,035.57	763.75	
Trinidad	30	283	3,665.12	327.58	
Victoria	50	1,109	20,600.91	2,649.14	
Windward Islands	74	1,921	26,242.59	7,986.13	
Total	4,175	1,530,286	26,198,049.94	6,178,347.12	4,035.77

AUDITOR—INTERNATIONAL MONEY-ORDER STATEMENT. 829

No. 17.—*Principal international money-order transactions during the fiscal year ended June 30, 1902—Continued.*

STATEMENT SHOWING THE NUMBER OF INTERNATIONAL LISTS OF ORDERS OF FOREIGN ISSUE RECEIVED, EXAMINED, REGISTERED, AND CHECKED; ALSO THE NUMBER AND VALUE, BY COUNTRIES, OF ORDERS CERTIFIED TO THE UNITED STATES.

Nationalities.	Number of lists.	Number of orders certified.	Value of orders certified.	Increase.	Decrease.
Austria	365	10,192	\$313,588.57	\$44,791.38	.....
Bahamas	79	1,193	7,502.99	856.66	.....
Belgium	104	2,905	76,164.63	9,832.95	.....
Bermuda	42	741	8,063.91	.....	\$1,866.49
Bolivia	8	7	377.00	877.00	.....
British Guiana	59	1,950	15,496.76	.....	3,753.39
British Honduras	52	916	3,162.37	.....	253.36
Canada	50	289,049	3,175,904.07	1,083,417.87	.....
Cape Colony	70	4,269	66,523.71	18,634.69	.....
Chile	52	413	4,350.09	990.43	.....
Cuba	18	40,735	989,110.46	72,761.80	.....
Denmark	365	3,996	85,355.69	12,883.09	.....
Egypt	209	872	11,893.64	2,065.23	.....
France	12	9,317	161,699.55	17,696.73	.....
Germany	152	54,698	1,667,369.63	8,818.90	.....
Great Britain	401	119,716	1,428,340.43	138,019.89	.....
Greece	19	4	147.25	147.25	.....
Honduras	51	70	1,807.25	675.55	.....
Hongkong	99	596	4,789.37	662.91	.....
Hungary	158	6,602	252,674.70	78,788.49	.....
Italy	104	3,909	138,217.18	46,698.77	.....
Jamaica	160	3,115	81,179.43	.....	1,830.06
Japan	97	2,997	36,584.39	8,637.30	.....
Leeward Islands	42	692	11,237.63	.....	3,749.39
Luxemburg	104	405	18,932.50	745.87	.....
Mexico	810	17,003	228,031.93	5,248.01	.....
Netherlands	114	3,415	45,612.94	1,647.54	.....
Newfoundland	50	3,340	36,564.05	4,038.22	.....
New South Wales	44	3,569	45,788.06	6,599.18	.....
New Zealand	38	8,024	88,331.44	17,325.93	.....
Norway	365	4,937	128,324.99	14,743.83	.....
Philippines	11	28,236	1,338,517.09	1,338,517.09	.....
Portugal	81	212	3,767.89	956.40	.....
Queensland	42	1,622	18,361.08	2,756.84	.....
Russia	365	2,644	96,884.34	14,960.24	.....
Salvador	32	53	361.10	.....	220.49
South Australia	31	1,024	10,691.85	1,744.51	.....
Sweden	365	8,542	385,938.37	31,962.75	.....
Switzerland	246	4,675	113,968.77	2,508.90	.....
Tasmania	32	632	6,468.70	2,767.50	.....
Trinidad	34	2,188	22,903.64	.....	1,241.53
Victoria	37	2,719	32,052.95	3,541.54	.....
Windward Islands	104	2,598	39,426.00	802.71	.....
Total	5,178	654,692	11,048,458.34	2,992,613.85	12,907.71

No. 17.—*Principal international money-order transactions during the fiscal year ended June 30, 1903—Continued.*

STATEMENT SHOWING THE NUMBER OF INTERNATIONAL MONEY-ORDER ACCOUNTS RECEIVED, EXAMINED, AND ADJUSTED, TOGETHER WITH THE VOLUME OF BUSINESS TRANSACTED BETWEEN THE UNITED STATES AND FOREIGN COUNTRIES.

Nationalities.	Number of accounts.	Value.	Increase.	Decrease.
Austria.....	4	\$2,184,082.85	\$575,928.48	.....
Bahamas.....	4	11,510.79	1,773.43	.....
Belgium.....	4	302,279.88	38,988.46	.....
Bermuda.....	4	18,560.89	.....	\$758.38
Bolivia.....	1	878.88	378.88	.....
British Guiana.....	4	19,226.66	.....	3,085.29
British Honduras.....	4	4,224.69	.....	63.23
Canada.....	4	6,048,063.62	2,011,451.60	.....
Cape Colony.....	4	75,237.77	18,019.86	.....
Chile.....	4	6,884.21	.....	78.06
Cuba.....	5	1,216,916.50	.....	233,621.71
Denmark.....	4	364,060.14	58,263.20	.....
Egypt.....	4	19,999.59	5,342.06	.....
France.....	4	792,182.84	.....	73,089.28
Germany.....	4	4,489,127.49	246,406.65	.....
Great Britain.....	12	7,389,473.58	588,045.77	.....
Greece.....	1	2,003.31	2,003.31	.....
Honduras.....	4	2,060.42	278.71	.....
Hongkong.....	4	16,915.44	4,077.62	.....
Hungary.....	4	1,954,149.83	788,909.89	.....
Italy.....	4	2,621,645.24	1,008,287.33	.....
Jamaica.....	4	41,066.41	.....	2,266.86
Japan.....	4	1,252,638.27	478,016.31	.....
Leeward Islands.....	4	25,529.82	590.28	.....
Luxemburg.....	4	86,190.12	.....	1,798.93
Mexico.....	4	387,864.32	40,789.15	.....
Netherlands.....	4	123,965.11	9,545.17	.....
Newfoundland.....	4	109,352.87	16,447.60	.....
New South Wales.....	4	72,407.57	9,996.86	.....
New Zealand.....	4	119,234.64	22,147.85	.....
Norway.....	4	974,188.75	153,474.23	.....
Philippines.....	4	1,679,141.79	1,679,141.79	.....
Portugal.....	4	15,958.46	595.88	.....
Queensland.....	4	24,177.30	.....	3,661.48
Russia.....	4	1,996,461.58	805,846.56	.....
Salvador.....	4	521.88	.....	175.96
South Australia.....	4	14,344.82	234.84	.....
Sweden.....	4	2,373,859.91	277,504.30	.....
Switzerland.....	4	596,617.81	76,304.08	.....
Tasmania.....	4	9,278.12	3,640.11	.....
Trinidad.....	4	26,867.34	.....	946.92
Victoria.....	4	53,134.10	6,275.77	.....
Windward Islands.....	4	66,157.14	8,891.90	.....
Total.....	175	\$7,481,921.15	8,982,594.42	\$19,486.04

No. 18.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to European countries, including India, Turkey in Asia, and South Africa, during the fiscal year ending June 30, 1902.

Steamship line.	England.		Austria.		Belgium.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York.	54,322,341	401,716,025	12,356,378	84,245,778	1,178,910	12,315,240
North German Lloyd	17,821,081	44,467,154	6,631,018	6,446,390	1,766,435	1,781,515
International Navigation	40,530,688	427,538,915	12,162,092	47,943,932	1,485,315	14,166,310
Hamburg-American	10,509,108	75,762,487	4,018,619	8,206,400	518,156	2,413,250
White Star	18,937,780	115,128,882	2,418,744	4,546,874	338,085	1,429,540
Atlantic Transport	2,019,697	18,106,378	671,365	1,839,940	81,655	640,440
Holland American	454,781	3,828,397	435,656	1,458,985	55,680	365,275
Red Star (International)	1,045,116	10,836,541	324,460	1,230,955	58,000	453,805
Cunard, Limited, Boston.	176,075	1,280,605			1,740	17,255
Dominion	130,005	1,300,000			740	5,700
Anchor	6,206	4,096				
American Steamship Com- pany from Philadelphia						
	670	255				
Total	145,958,492	1,099,971,284	39,008,211	105,919,249	5,084,615	33,587,890
Increase	9,953,737	148,450,100	8,166,427	21,272,091	661,560	1,531,667

Steamship line.	Denmark.		France.		Germany.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York.	1,967,737	10,816,750	7,917,651	49,745,609	22,282,731	158,369,816
North German Lloyd	1,059,740	1,593,606	3,792,362	12,019,144	12,471,080	111,588,003
International Navigation	1,825,901	13,182,450	8,339,345	82,826,990	20,419,114	143,655,640
Hamburg-American	601,435	2,211,518	604,242	1,303,170	7,278,960	60,700,733
White Star	242,167	1,317,281	1,912,315	11,110,592	3,798,142	20,582,706
General Transatlantic			7,791,358	38,912,286		
Atlantic Transport	109,780	568,170	31,785	2,164,307	1,148,730	10,400,137
Holland American	73,890	380,310	248,675	837,463	731,350	2,120,337
Red Star (International)	65,430	398,865	11,175	7,890	659,275	5,546,555
Cunard, Limited, Boston			13,180	102,315	25,115	248,445
Dominion			1,260	12,050	11,775	150,635
Scandinavian-American	935	1,875				
Total	5,947,065	30,460,825	30,943,348	199,041,816	68,776,272	513,363,657
Increase	913,630	2,488,687	521,615		2,970,759	59,516,200
Decrease				7,960,040		

Steamship line.	India.		Italy.		Netherlands.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York.	783,580	20,089,220	12,911,331	24,776,626	2,170,261	15,305,109
North German Lloyd	381,045	2,802,720	8,081,618	5,616,623	919,120	1,896,479
International Navigation	381,440	24,048,500	19,278,383	36,257,409	1,893,129	13,869,827
Hamburg-American	402,560	3,865,435	4,631,002	7,117,564	682,040	2,215,004
White Star	142,810	2,942,050	8,215,362	8,370,774	870,063	1,269,812
General Transatlantic	229,610	5,707,415	4,585,628	8,085,437		
Atlantic Transport	28,000	792,600	632,023	1,006,710	98,330	796,610
Holland American	31,865	795,950	466,385	442,970	112,135	651,205
Red Star (International Line)					56,280	472,906
Prince			25			
Cunard, Limited, Boston			26,950	72,365		
Dominion			2,950	11,680		
Italian Royal Mail			3,895	6,805		
La Valce Navigation			1,090	6,840		
Total	2,791,810	60,648,790	58,807,234	86,671,693	6,296,348	36,478,951
Increase	618,615	3,723,485	14,060,010	5,840,480	761,880	3,847,913

No. 18.—Statement showing the weight of letters, prints, etc.—Continued.

Steamship line.	Norway.		Portugal.		Russia.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York	3, 878, 785	14, 459, 160	307, 096	1, 858, 080	8, 080, 287	27, 572, 154
North German Lloyd	2, 078, 623	2, 984, 639	68, 610	248, 775	4, 356, 063	3, 244, 718
International Navigation	3, 362, 981	28, 857, 071	268, 735	2, 394, 070	7, 688, 675	24, 714, 170
Hamburg-American	1, 236, 413	8, 532, 210	55, 235	376, 725	2, 710, 559	4, 616, 764
White Star	432, 699	1, 771, 788	37, 190	202, 030	1, 274, 321	2, 622, 580
General Transatlantic			42, 525	450, 350		
Atlantic Transport	235, 800	729, 860	7, 745	48, 985	439, 450	1, 474, 295
Holland-American	155, 370	538, 390	7, 625	58, 505	812, 925	875, 610
Red Star (International Line)	180, 360	787, 645	8, 175	6, 805	251, 960	700, 780
Total	11, 511, 081	53, 160, 753	797, 935	5, 644, 325	25, 108, 240	65, 821, 071
Increase	1, 620, 376	2, 821, 077	57, 196	1, 011, 870	3, 622, 708	2, 046, 555

Steamship line.	Spain.		Sweden.		Switzerland.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York	1, 349, 240	10, 513, 065	6, 950, 488	50, 089, 958	2, 007, 935	16, 070, 185
North German Lloyd	759, 850	1, 256, 580	3, 813, 179	5, 962, 022	1, 088, 845	2, 577, 235
International Navigation	1, 422, 075	12, 853, 890	6, 789, 309	45, 850, 204	2, 097, 255	22, 385, 365
Hamburg-American	363, 135	3, 187, 540	2, 069, 372	9, 123, 317	703, 135	4, 899, 435
White Star	249, 675	930, 495	882, 104	3, 841, 088	432, 130	2, 496, 390
General Trans-Atlantic	297, 955	4, 498, 805			766, 175	5, 226, 975
Atlantic Transport	36, 520	303, 070	373, 355	2, 526, 405	72, 110	670, 825
Holland-American	56, 485	373, 655	267, 675	1, 670, 010	59, 600	437, 330
Red Star (International Line)			226, 330	1, 149, 851		
Campania General Trans-Atlantic	458, 087	882, 985				
Total	4, 998, 022	34, 866, 085	21, 336, 812	120, 298, 855	7, 228, 235	54, 713, 74
Increase	1, 619, 583	8, 702, 910	3, 362, 067	16, 304, 293	686, 505	2, 032, 6

Steamship line.	Turkey and Greece.		South Africa.		Azores.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York	1, 678, 455	7, 739, 640	1, 114, 305	19, 222, 565		
North German Lloyd	1, 177, 060	1, 256, 980	369, 130	2, 496, 825		
International Navigation	2, 130, 190	11, 513, 995	1, 014, 460	22, 426, 990		
Hamburg-American	633, 970	2, 283, 350	447, 270	4, 103, 535		
White Star	273, 670	945, 240	202, 430	2, 539, 945		
General Trans-Atlantic	664, 545	2, 587, 050	2, 985	98, 960		
Atlantic Transport	84, 125	367, 870	46, 480	815, 055		
Holland-American	71, 885	273, 065	29, 520	769, 275		
Red Star (International Line)			27, 845	772, 090		
Prince					910, 535	1, 333, 590
Insular Navigation					397, 495	730, 735
Italian Royal Mail					55, 395	70, 335
Total	6, 713, 900	26, 967, 190	3, 254, 425	53, 240, 240	1, 363, 425	2, 134, 660
Increase	2, 299, 715	3, 462, 360	513, 345	6, 644, 450	1, 118, 700	1, 784, 600

No. 18.—Statement showing the weights of letters, prints, etc.—Continued.

RECAPITULATION BY STEAMSHIP LINES.

Steamship line.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Limited, New York	141,757,560	874,901,775
North German Lloyd	65,631,859	207,642,008
International Navigation	131,474,527	974,030,728
Hamburg-American	37,438,205	196,024,477
White Star	35,159,517	177,106,067
General Trans-Atlantic	14,430,881	65,562,278
Atlantic Transport	6,397,752	43,241,557
Holland-American	5,361,651	15,876,722
Red Star International Line	2,358,446	22,364,187
Prince	10,560	1,333,590
Campania General Transatlantica	458,087	882,985
Insular Navigation	397,495	730,735
Cunard Limited, Boston	243,060	1,720,985
Dominion	146,730	1,480,065
Italian Royal Mail	59,290	77,140
Anchor	6,205	4,695
La Valoce Navigation	1,090	6,840
Scandinavian-American	935	1,875
American S. S. Co. from Philadelphia	670	255
Total	440,914,420	2,582,990,964
Increase	53,528,372	283,521,331

RECAPITULATION BY COUNTRIES.

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Great Britain	145,953,492	1,099,971,234
Austria	39,008,211	105,919,249
Belgium	5,084,615	33,587,830
Denmark	5,947,665	30,480,825
France	30,943,248	199,041,816
Germany	68,776,272	513,363,657
India	2,791,810	60,648,790
Italy	53,807,234	86,671,693
Netherlands	6,295,248	36,478,951
Norway	11,511,431	53,160,753
Portugal	797,435	5,644,325
Russia	25,108,240	65,821,071
Spain	4,993,022	34,866,085
Sweden	21,336,812	120,298,855
Switzerland	7,228,235	54,713,740
Turkey and Greece	6,713,900	26,967,190
South Africa	3,254,425	53,240,240
Azores	1,363,425	2,134,660
Total	440,914,420	2,582,990,964
Increase	53,528,372	283,521,331

No. 19.—*Statement showing the weight of letters, prints, etc., sent by sea from the United States to foreign countries other than European, by steamship lines, during the fiscal year ending June 30, 1902.*

Steamship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Atlas.....	2,620,685	40,670,485
American Mail.....	1,264,105	16,731,155
Alaska.....	419,805	11,126,705
Atlantic and Mexican Gulf.....	4,718	11,367
Allan (to Newfoundland).....	26,399	872,157
Allen (from Pago Pago, Samoa).....	21,303	50,171
Bluefields.....	447,662	8,340,050
Bahamas.....	2,150	55,445
Booth.....	702,675	10,358,545
Canada, Atlantic and Plant.....	1,488,417	18,199,670
Cameron.....	350,570	5,554,700
Camors McConnell.....	144,040	947,694
Campania Sud-America.....	62,918	742,574
Campania Trans-Atlantica.....	43,331	78,605
Clyde.....	855,770	11,615,125
Canadian Pacific.....	1,642,251	18,367,222
Dominion Atlantic Railway.....	6,305,180	37,580,446
Direct Line.....	21,045	695,970
Earn.....	88,970	1,437,921
Herrera.....	317,617	636,127
Houston.....	595,390	11,474,520
Independent.....	182,801	3,633,458
Kosmos.....	56,839	262,583
Kerr.....	8,750	96,445
Lower California Development.....	205,832	3,629,105
Lamport and Holt.....	1,612,865	43,862,500
Morgan.....	52,154	565,575
Maston Navigation.....	9,978	314,306
Munson.....	5,800	11,925
New York and Cuba Mail.....	2,685,865	35,757,650
Norton.....	683,225	15,877,385
North American Mail.....	56,124	
New York and Porto Rico.....	4,327,655	62,405,878
New York and Demerara.....	196,485	2,981,850
Nippon Yusen Kabushiki Kaisha.....	1,505,170	19,837,415
Northern Pacific.....	1,789,840	28,357,159
Oriental.....	11,270,567	110,129,630
Occidental and Oriental.....	14,209,881	144,441,370
Oceanic.....	12,836,132	248,189,647
Oceanic from Pago Pago.....	257,310	337,798
Orr-Laubenhelmer.....	24,067	27,471
Peninsular and Occidental.....	1,190,315	4,198,904
Pacific Coast.....	147,221	1,080,219
Panama Railroad S. S. Line.....	8,410,850	171,859,676
Pacific Mail.....	554,643	5,665,295
Pacific Steam Navigation.....	84,309	1,016,192
Pacific Mail to China, etc.....	10,097,649	130,017,398
Prince.....	1,071,210	32,200,215
Pinillos Yzquierdo.....	1,303	680
Quebec.....	3,536,425	42,783,820
Red D.....	5,816,955	93,803,420
Red Cross (to Newfoundland).....	43,540	1,661,310
Red Cross (to Brazil, etc.).....	131,200	1,819,460
Royal Dutch.....	171,675	2,098,290
Sloman's U. S. Brazil.....	591,866	12,432,825
Thompson.....	1,419,148	7,207,776
Tweedie Trading.....	3,855	50,640
Trinidad Shipping and Trading, Limited.....	775,995	13,916,220
United Fruit.....	3,761,914	67,414,483
Williams Dimond.....	226	21,317
Yucatan, Vera Cruz and Tampico.....	4,245	20,745
Total.....	107,211,284	1,500,435,439
Increase.....	1,876,773	120,773,249

No. 20.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to countries other than European during the fiscal year ending June 30, 1903.

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Cuba	2,967,766	21,607,811
Colombia	2,943,061	44,270,790
Jamaica	2,213,670	28,356,495
West Indies	3,119,150	46,666,001
Chile	1,784,521	50,868,672
Ecuador	1,205,895	20,338,768
Guatemala	1,310,082	24,490,546
Republic of Honduras	979,263	19,861,083
Mexico	1,028,717	18,012,619
Bolivia	358,745	7,196,008
Peru	2,306,510	39,167,001
Salvador	809,393	19,030,182
Nicaragua	1,232,541	22,385,490
Costa Rica	1,442,574	29,373,282
Haiti	742,580	11,150,205
Bahamas	897,329	10,394,395
British Columbia	1,945,549	18,336,017
Newfoundland	164,724	3,302,337
Brazil	2,484,260	59,899,225
Argentina	2,105,285	51,827,465
Uruguay	425,155	10,324,885
Nova Scotia	7,621,372	54,261,506
St. Pierre and Miquelon	72,440	749,740
Turks Island	98,370	1,343,345
Santo Domingo	762,400	10,271,780
Paraguay	53,170	2,208,490
British Honduras	584,395	6,527,685
Porto Rico	8,062,095	119,748,823
British Guiana	50,260	1,044,730
French Guiana	2,480	24,925
Dutch Guiana	16,600	200,580
Japan	14,843,560	127,000,988
Shanghai	2,164,900	46,370,128
Hongkong	4,256,805	14,823,095
Java	10,242	86
Manila (to and from)	13,446,368	132,731,165
Singapore	21,421	388,715
Siam	4,686	1,644
Hawaii	8,894,673	190,396,138
Korea	122,038	2,786,538
Australian colonies	8,512,390	167,780,232
Guam	2,238	53,971
New Caledonia	14,908	295,993
Shanghai (from)	432,869	2,702,336
Samoa (to and from)	755,411	7,677,084
Tahiti	135,748	2,053,728
Marquesas	21,824	490,216
Venezuela	1,547,260	30,944,365
Bermuda	1,676,730	15,542,860
Curaçao	561,685	5,645,460
Marshall Islands	226	21,317
Total	107,211,284	1,500,435,489
Increase	1,876,773	120,773,249

No. 21.—Statement showing the weight of foreign closed mails retransported by sea, and the amounts accruing to steamship companies for their conveyance during the fiscal year ending June 30, 1902.

Steamship lines.	Letters.	Prints.	Amount.
	<i>Grams.</i>	<i>Grams.</i>	
Cunard, Limited.....	26,865,677	123,617,018	\$37,844.77
North German Lloyd.....	18,759,636	69,073,182	19,943.60
International Navigation (contract).....	22,964,943	85,827,873	
Hamburg-American.....	4,756,055	17,244,204	6,253.65
White Star.....	11,240,350	40,810,163	14,785.12
Atlas.....	176,134	2,623,825	423.17
American Mail (contract).....	164,283	2,247,083	
Booth.....		159,710	15.41
Clyde.....		16,110	1.55
Cameron.....		52,725	5.09
New York and Cuba (to Bahamas).....	170,293	3,002,250	454.06
New York and Cuba (to Cuba), contract.....	170,507	3,478,310	
New York and Porto Rico (contract).....		668,985	
Nippon Yusen Kabushiki Kaisha.....	410,275	3,535,860	737.13
Nippon Yusen Kabushiki Kaisha (contract).....	421,514	1,633,130	
New York and Demerara.....		60,320	6.82
Panama Railroad Steamship.....	1,188,470	20,061,534	3,064.75
Plant Investment (contract to Cuba).....	4,908,922	107,882,978	
Quebec.....		505,505	48.78
Red D (contract).....	220,668	3,312,839	
Red D (noncontract).....	82,598	1,394,071	214.24
Royal Dutch West Indies (contract).....	200	15,925	
United Fruit, to British Honduras (N. O.).....	519,125	5,819,298	1,062.52
United Fruit, to Guatemala (N. O.).....	4,806,497	28,519,221	7,889.40
Red Cross, to Brazil, etc. (third quarter 1901).....		18,350	1.77
Earn.....		62,380	6.02
Peninsular and Occidental.....	106,345	2,088,885	304.15
Independent S. S. Line.....	200	7,800	.95
International Navigation, from New York, Red Star.....	124,815	527,599	171.36
Holland-America.....	147,149	354,998	176.25
Northern Pacific.....	196,679	4,909,125	665.45
United Fruit, from Philadelphia to Jamaica.....	1,134	32,202	4.20
Kerr Line.....	2,720	26,300	5.16
Atlantic Transport.....	682,766	2,553,003	856.98
Houston Line.....		10,000	.97
Trinidad Shipping and Trading Co.....		15,800	1.52
Grand total.....	94,023,955	531,987,911	94,463.84

Respectfully,

The POSTMASTER-GENERAL.

HENRY A. CASTLE, Auditor.

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